



# APPENDIX G

## FINANCIAL ANALYSIS



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## Safety Action Plan Funding Overview

This report documents sources of federal, state, and local funding for safety or safety-related transportation projects. The purpose of this analysis is to identify potential sources of funding for the strategies identified in the Laredo-Webb County Safety Action Plan.

This report identifies programs that fund projects similar to the strategies identified by Laredo-Webb County. Among federal funding sources, the strongest candidates from the United States Department of Transportation (USDOT) are:

- Safe Streets for All (SS4A) Implementation Grants, which implement projects and strategies **identified in a comprehensive safety action plan to address a roadway safety plan**
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), which funds capital investments in surface transportation that will have a significant local or regional impact
- The Reconnecting Communities and Neighborhoods (RCN) Program, a sprawling program consisting of two Bipartisan Infrastructure Law (BIL) subprograms
- The Active Transportation Infrastructure Investment Program (ATIIP), a competitive grant program that focuses on building networks of connected bicycle and pedestrian infrastructure improvements

The best state and local resources are:

- TxDOT Highway Safety Grants Program, a program that provides National Highway Transportation Safety Administration (NHTSA) funding for safety projects
- TxDOT State Infrastructure Bank funds, which helps provide innovative financing options for Texas communities to help them meet their infrastructure needs
- The Texas State Highway Fund’s Unified Transportation Program, through which TxDOT’s Traffic Safety Division selects different projects to fund, with safety projects a key priority
- Transportation Reinvestment Zones (TRZs), a local funding method in which a zone around a project is designated and an incremental increase in property taxes in the zone funds the project
- Public-Private Partnership (P3), an agreement between a government and a private company to work together to deliver services/facilities in a cost-effective manner, including Comprehensive Development Agreements (CDA)

This document summarizes a range of federal, state, and local sources available for safety improvements in Laredo-Webb County. The tables below summarize the opportunities discussed in further detail in the body of the report.

## Project Impacts and Costs

Table 1 documents the planned projects in Webb County, their estimated cost, number of crashes, crashes resulting in a person killed or severe injury (“KSI Crashes”), and the project term. Project term was determined by evaluating each project’s countermeasure recommendations. Projects with no items requiring a five-year (or more) timeframe were listed as short-term; projects with one such item were listed as medium-term, and projects with multiple items in this category were listed as long term.

Table 1: Project Costs

Project	Cost	Crashes	KSI Crashes	Project Term
Houston Street	\$920,710	586	4	Short
Salinas Avenue	\$677,800	89	1	Short
Del Mar Boulevard	\$495,190	680	1	Short
Farragut Street	\$415,200	119	2	Short
Matamoros Street	\$328,500	139	1	Short
Convent Street	\$323,200	185	1	Short
San Bernardo Avenue	\$117,900	85	0	Short
Market Street	\$1,729,610	184	2	Short
Zapata Highway	\$2,963,180	1064	16	Medium
Marcella Avenue	\$1,056,450	74	1	Medium
Chihuahua Street	\$958,200	329	2	Medium
McPherson Road	\$6,326,600	693	6	Long
Lloyd Bentsen Highway	\$5,302,600	1,212	14	Long
State Highway 359	\$4,658,100	639	7	Long
Mines Road	\$2,399,950	584	7	Long
Guadalupe Street	\$2,140,110	551	4	Long
Rural Bus Stops	\$2,500,000	N/A	N/A	Short
<b>Total</b>	<b>\$33,313,300</b>	<b>7,213</b>	<b>69</b>	<b>N/A</b>

The projects in the “short and medium” categories have an estimated combined cost of approximately \$12.5 million (including rural bus stops), while the “long” category projects total \$20.8 million, resulting in a combined cost of \$33.3 million. A single SS4A grant with a \$25 million award ceiling, combined with the required 20% local match of \$6.25 million, would provide \$31.25 million, or nearly 94% of the estimated costs. Future partnerships with TxDOT, the City of Laredo, the Laredo and Webb County Area Metropolitan Planning Organization, and other agencies may provide additional funding to cover the remaining project costs. Project prioritization is essential to develop a realistic project portfolio and timeline before applying for an SS4A grant. Additionally, all SS4A funds **must be expended within a five-year period**. Table 2 outlines the best funding sources for these projects.

### SS4A Implementation Grant Approach

While Table 1 above identifies \$33.3 million in capital costs, the implementation grant application focuses on 12 corridors with existing Crash Modification Factors, plus an additional downtown street (Salinas Ave), and up to four new school bus stops. The total grant request is \$24.9 million, of which \$19.9 million is SS4A federal dollars and \$5 million is the SS4A non-federal match, which will be covered by the RMA, TxDOT, and the City of Laredo. This prioritizes the most critical projects that will yield the highest crash reduction benefits in the most efficient manner.

The SS4A grant application is comprised of three categories, including Category A (Supplemental Action Plan Activities), Category B (Planning and Design Activities), and Category 3 (Construction Activities.) Category A activities represent \$750,000 of the total grant amount. This section funds the development of a Downtown Streets Traffic Study and a Safe Routes to School Plan. Both supplemental efforts will continue the work started during development of the SS4A-funded Comprehensive Safety Action Plan and support the Implementation activities. Category A activities are estimated to take 1.5 years to complete from the date of grant agreement execution. Category B activities account for \$3.7 million dollars and represent the design and environmental work associated with the 12 project corridors described above, in addition to Salinas Ave, and up to 4 school bus stops. Category B activities include schematic design, NEPA Environmental, Right-of-Way acquisition, plans, specifications, and engineering, utility relocation, permitting, and procurement. These activities are each estimated to take about 1 year to complete, though numerous activities can be performed concurrently. Category C activities include the construction of the 12 corridors as well as the school bus stops, which will include installation of solar-powered, illuminated bus shelters and ADA accessible infrastructure from the street to each of the bus stops. The Salinas Ave improvements will be funded separately by partner agencies and are not part of this grant application. Category C activities will total \$20.4 million dollars and are estimated to take 1.5 years to complete.

### **TxDOT Transportation Alternative Set-Aside**

As part of the Safety Action Plan, a series of safety audits were completed at several LISD school locations. The Pilot Safe Routes to School Safety Audits were conducted to demonstrate recommended approaches to identifying priority safety and access issues for active student travel to school. Findings included in this summary report can be used to pursue grant funding to support demonstration projects or implementation of recommendations, and the established processes can be used to apply for funding to develop a district-wide plan for LISD.

Applying for funding to implement recommendations from these Pilot Safe Routes to School Safety Audits will add to the momentum that has been built through the Safety Action Plan and demonstrate the City's commitment to safety for youth. Using school and stakeholder feedback, improvement recommendations at six key locations were selected and included in an application for funding from the Laredo Metropolitan Planning Organization's (MPO) Transportation Alternative (TA) Set-Aside Program, which is federally funded. Each location is an intersection adjacent to or near a local school where students, families, caretakers, and residents walk and ride bicycles routinely. The proposed safety projects are developed to be implemented quickly with changes to roadway signage, striping, pavement markings, and the use of flexible delineators. The total cost to implement the recommendations at these 6 locations is approximately \$135,901 (excluding the costs for RRFBs).

Table 2: Funding Sources and Applicable Projects

Program	Award Amount	Project Types	Total Availability	Local Match	Candidate Projects
SS4A-USDOT Implementation Grant	\$2.5M-\$25M	All Safety Projects	\$780M (2024)	20%	All
Active Transportation Infrastructure Investment Program (ATIIP)-USDOT	\$100,000+ (Planning and Design)/ \$15,000,000+ (Construction)	Active Transportation	\$44.6M (2024)	0-20%	Chihuahua, Convent, Guadalupe, Houston, Marcella, Market, Matamoros, Mines, Salinas, San Bernardo, Zapata
RAISE-USDOT	\$1M/\$5M(rural/urban)-\$25M	Significant local or regional impact; disadvantaged areas	\$1.8B (2024)	0-20%	Large projects with clear quantifiable benefits: Zapata, SH 359, Lloyd Bentsen, possibly others
Highway Safety Grant-TxDOT	Not listed (expected large projects)	Safety projects	Over \$500M annually	20%	All
Transportation Alternatives- TxDOT via FHWA	Not listed (expected medium projects)	Trail and active transportation	FY 2024 Set-Aside for Texas: \$139M	20%	Chihuahua, Convent, Guadalupe, Houston, Marcella, Market, Matamoros, Mines, Salinas, San Bernardo, Zapata
Texas Mobility Fund-TxDOT	Not listed (expected large projects)	Reconstruction of state highways	\$570M allocated (FY 2023)	NA (can be used to provide local match)	SH 359, Zapata Highway
Unified Transportation Program- TxDOT	Not listed (expected large projects)	General transportation projects	\$95.6 billion available over next ten years	NA (can be used to provide local match)	All
District Priority Funds-City of Laredo	Typical allocations < \$500k	All city projects	~\$6M	NA (can be used to provide local match)	All
TRZ, PID, or RMA-Laredo/Webb County	Not listed (expected small projects)	Projects that promote safety and facilitate development	NA	NA (can be used to provide local match)	All
Public-Private Partnership	NA	Innovative procurement methodology	NA	NA	All

# Resources and Examples

## Federal Resources

This section summarizes Federal grant programs available for transportation safety projects. The Bipartisan Infrastructure Law (BIL) provides much of this funding; Figures 1 and 2 summarize the portion of that funding available by transportation topic and mode.

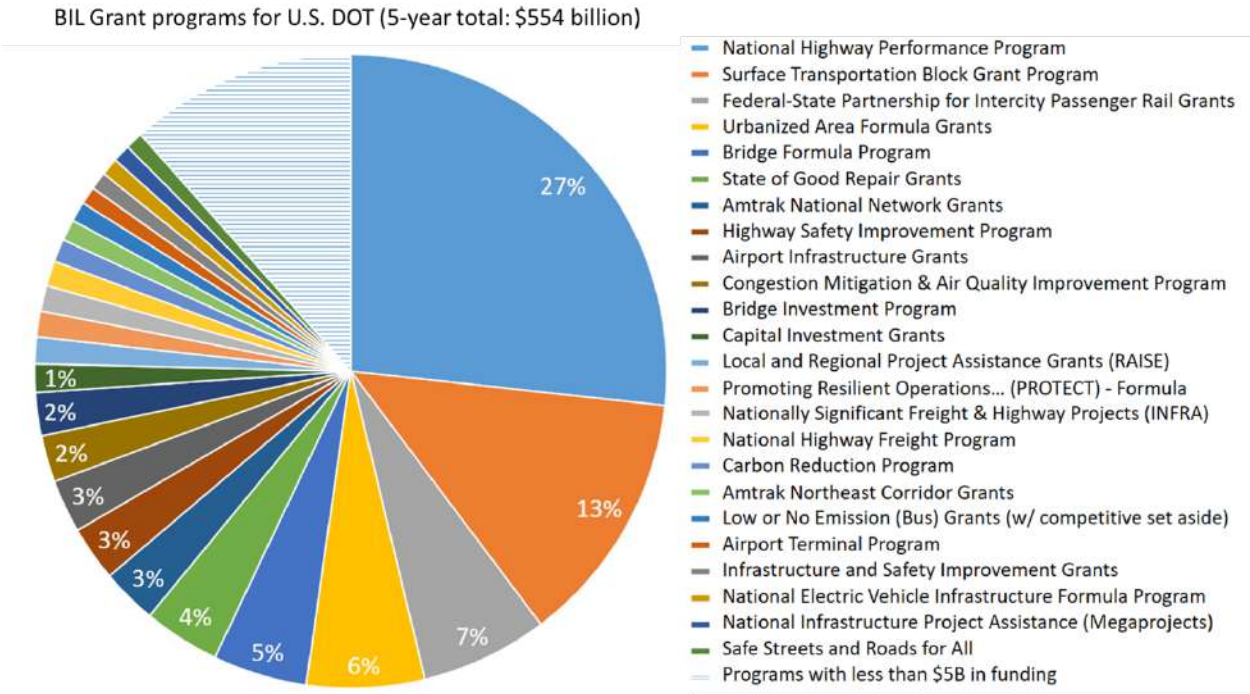
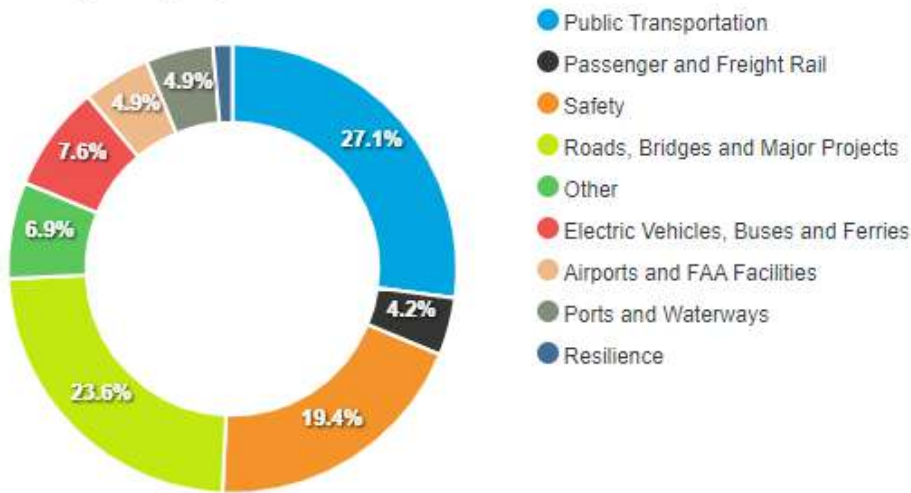


Figure 1: BIL Grant Programs for U.S. DOT

Source: USDOT <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

**NOFO By Category****Figure 2: Portion of BIL Notices of Funding Opportunity (NOFOs) by Topic (Competitive + Discretionary)**

Source: USDOT <https://billaunchpad.com/nofo>

The resources described in this section largely offer support for construction, operations, and maintenance. One grant program offers technical support.

### Safe Streets for All (SS4A) Implementation Grants

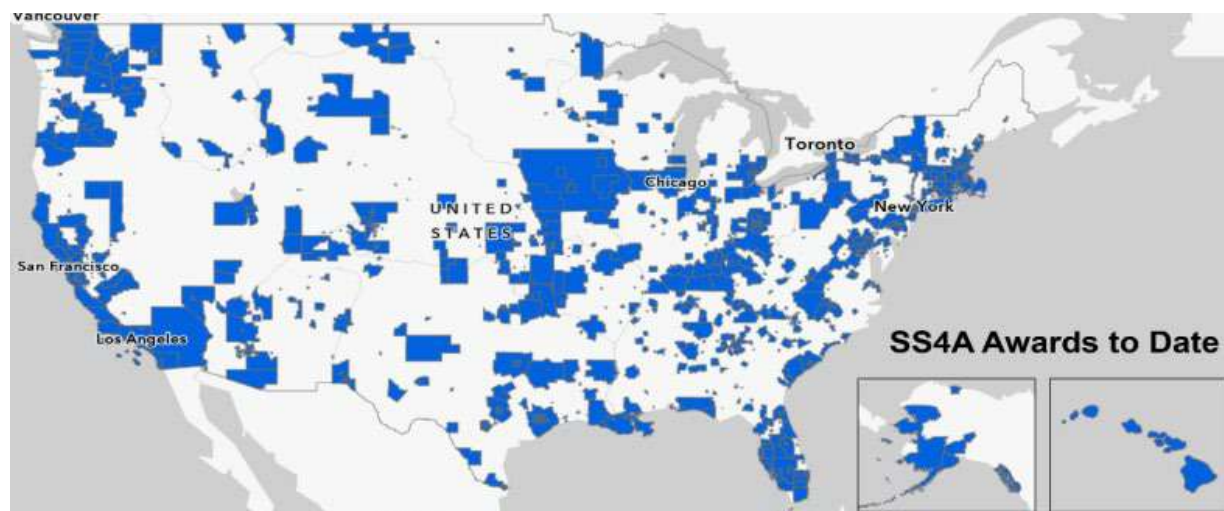
The SS4A Implementation Grants provide federal funds to implement projects and strategies identified in a comprehensive safety action plan to address a roadway safety plan.

**Award amount:** In Federal fiscal year 2024 (FFY2024), the grant deadline was May 16, 2024, with \$780 million made available for up to 50 implementation grants, with a \$2.5 million award floor and a \$25 million award ceiling. All SS4A funds must be expended within 5 years after the grant agreement is executed and DOT obligates the funds.

**Federal share/local match:** The Federal share of the costs of an eligible project carried out using a grant provided under the SS4A grant program shall not exceed 80 percent. If authorized by USDOT in writing, Implementation Grant award recipients may incur pre-award costs for National Environmental Policy Act (NEPA) and design activities, and these expenses may count toward match or cost share.

**Funding Cycle:** This program apportions funding annually. There are three deadlines for projects that depend on grant type. For 2024 Implementation Grants, applications were due in May.

**Successful Applications:** A full list of awardees to date can be found [here](#).



**Figure 3: SS4A Awards Nationally to Date**

Source: USDOT

The City of El Paso, Texas was awarded \$9.9 million for a project that prioritizes the vulnerable roadway users in network-wide improvements along El Paso’s high-injury network. It includes installation of signage along the corridor, the launch of a Safe Routes to School Campaign, and a Vision Zero Education program expansion.

The City of Arlington, Texas won a Demonstration or Supplemental Planning grant for \$2,472,500 to create a Safe Routes to School master plan that will cover all 97 public schools in the city limits and to make and test roadway safety improvements near two elementary schools. The City’s planned measures during the testing phase could include crosswalk painting, signage, removing obstacles that block visual lines of sight for drivers, special pavement treatments to slow drivers down and make them more aware of vulnerable roadway users, and temporary traffic calming elements such as speed humps.

### **USDOT - OST: Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

The Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program funds capital investments in surface transportation that will have a significant local or regional impact, especially in areas of persistent poverty or historically disadvantaged, overburdened, or underserved communities.

**Award amount:** For capital grants, the minimum RAISE grant award is \$5 million in urban areas and \$1 million in rural areas. There is no minimum award amount for planning grants. The maximum grant award for capital and planning grants is \$25 million.

**Federal share/local match:** The federal share of the costs of an eligible project carried out using a grant provided under the RAISE grant program shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community (HDC), or an area of persistent poverty (APP).

**Safety Projects:** Examples of eligible projects for RAISE grants are surface transportation capital projects that are: highway or bridge projects eligible under title 23, United States Code and (2) public transportation projects eligible under chapter 53 of title 49, United States Code. RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: development of master plans, comprehensive plans,

transportation corridor plans, and integrated economic development, land use, housing, and transportation plans.

**Funding Cycle:** This program apportions funding annually. The 2024 deadline was in February.

**Successful Applications:** The “Culebra Road Improvement Project” in the City of San Antonio, Texas received \$8,000,000 in RAISE funding for planning activities in FY2024. This project will fund the planning, design, and environmental work for safety and multimodal improvements along an approximately 5-mile segment of Culebra Road from I-410 (Loop 410) to General McMullen Drive. The project will include safety and multimodal complete streets improvements including ADA sidewalks, crossings, dedicated bicycle facilities, transit stops, street trees, traffic calming, and green infrastructure.



**Figure 4: Scope of Culebra Road Improvement Project in San Antonio, TX**

Source: USDOT

Dallas County also received RAISE funding in FY2024. The County’s “Inland Port Multimodal Connectivity Project” received \$25,000,000 for capital work. : This project will upgrade Belt Line Road from Alba Road to east of Mason Road and Sunrise Road from Pleasant Run Road to the Loop 9 frontage roads. The project will widen 2-lane roadways to 4-lane divided facilities with side paths and sidewalks.



Figure 5: Scope of Inland Port Multimodal Connectivity Project in Dallas County, TX

Source: USDOT

## USDOT - OST: Reconnecting Communities and Neighborhoods (RCN) Program

The Reconnecting Communities Pilot (RCP) Program and the Neighborhood Access and Equity (NAE) Program are referred to jointly as the Reconnecting Communities and Neighborhoods (RCN) Program.

**Award amount:** The Bipartisan Infrastructure Law (BIL) specifies that the maximum Community Planning Grant award funded with RCP funds is \$2 million. There is no maximum award amount for a Community Planning Grant award funded with NAE funds. (In FY 2023, DOT may award up to \$50 million of RCP funds and \$135 million of NAE funds for eligible public engagement, feasibility studies, and other planning activities)

BIL specifies that the minimum Capital Construction Grant award funded with RCP funds is \$5 million. There is no minimum award amount for a Capital Construction Grant award funded with NAE funds. (In FY 2023, DOT may award up to \$148 million of RCP funds and \$2.57 billion of NAE funds for eligible construction activities.)

### Federal share/local match:

- RCP – Community Planning Grants: 80% RCP, 20% local match
- RCP – Capital Construction Grants: 50% RCP, 50% local match
- TRINAE – Community Planning, Capital Construction, and Regional Partnerships Challenge Grants: 80% NAE, 20% local match

**Safety projects:** The NAE Program provides technical assistance and grant funding to improve walkability, safety, and affordable transportation access through context-sensitive strategies for improving community connectivity; mitigating or remediating negative impacts on the human or natural environment; and assisting economically disadvantaged or underserved communities with planning and capacity building activities. The RCP Program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers and restore community connectivity.

RCN funding can be used for planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible dividing facility to reconnect communities, including assessments of the project's anticipated impact on safety. An example of capital construction eligible use is the removal, retrofit, or mitigation of an eligible dividing facility.

**Funding cycle:** This program apportions funding annually. The 2024 deadline was September 30, 2024.

**Successful Applications:** Below are three Texas projects for FY23 that received planning and capital awards from the NAE and RCP programs. Figure 6 summarizes FY23 awards according to several recipient characteristics. A full list of awardees can be found [here](#).

- **Harris County, Texas won a \$1,200,000 RCP Planning award for its “Recommend Alief Planning Project.”** Reconnect Alief is a community-centered effort focused on reconnecting communities along the Westpark Tollway in Harris County’s Alief community. The Harris County Toll Road Authority (HCTRA) is undertaking an effort to redesign the Westpark Tollway, focusing on adding multimodal infrastructure, public space, and connectivity to major employment centers and METRO’s University Bus Rapid Transit corridor.
- **The City of El Paso, Texas won a “Paseo del Norte and Stanton International Bridges Feasibility Study” NAE Planning grant for \$2,000,000.** The proposal aims to investigate the feasibility of meeting the dual needs of the community and commuters crossing the border by: (1) building active transportation and improving operational efficiency to decrease environmental pollutants so community members can access their daily destinations while improving their economic and health outcomes, and (2) improving the operational efficiency of individuals crossing the border. These needs will be met through multiple infrastructure and amenity upgrades (e.g., well-marked crosswalks, signage, and waiting areas); transit (improving reliable service of existing transit operations), and operational measures (e.g., ITS, Dynamic message signs, and adaptive traffic signals).
- **The City of Houston, Texas won an NAE Capital award for \$43,438,830 for “Complete, Connected, Resilient Communities: Gulfton and Kashmere Gardens Resilient Sidewalks Project.”** In Houston, sidewalks in the Gulfton and Kashmere Gardens communities are intermittent or nonexistent, which creates safety concerns and barriers for all people, including students, the elderly, and those with disabilities. This project will work to address historic underinvestment and barriers in two Houston neighborhoods by improving sidewalks, drainage, and tree cover, which will work together to create climate-resilient streets that support a multimodal mobility network.

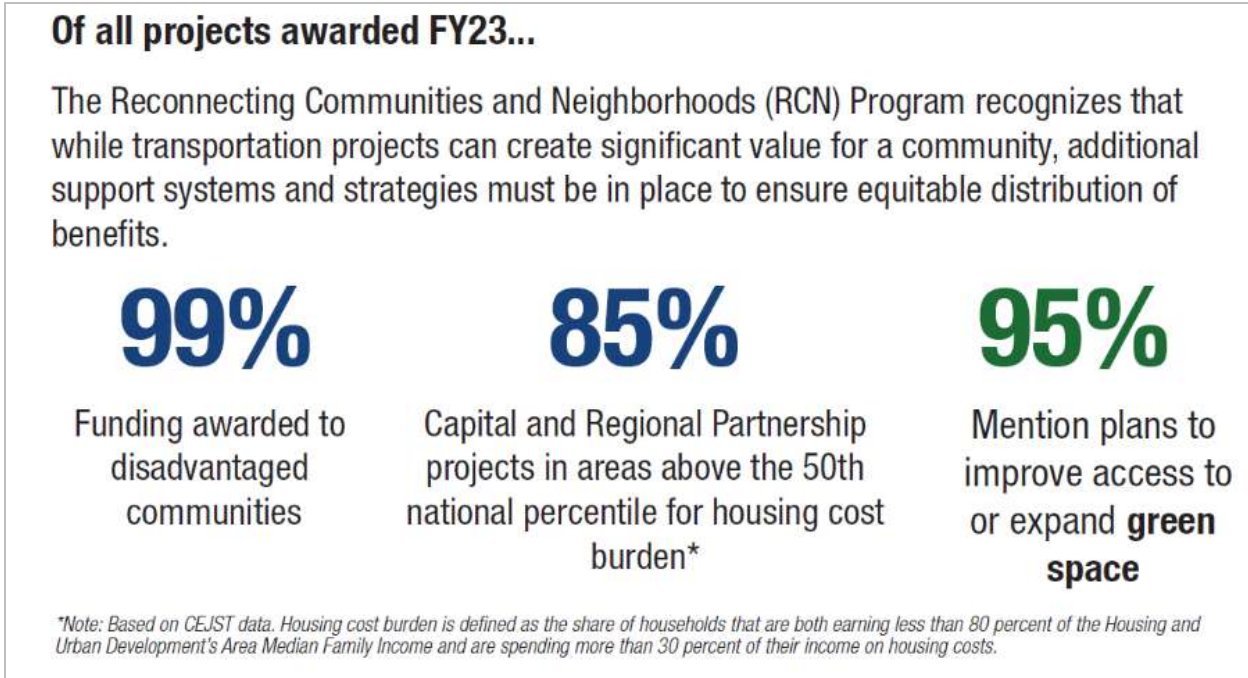


Figure 6: Summary of Reconnecting Communities and Neighborhoods Program Awards

Source: USDOT

**USDOT – Federal Highway Administration (FHWA): Active Transportation Infrastructure Investment Program (ATIIP)**

ATIIP is a new competitive grant program that focuses on building networks of connected bicycle and pedestrian infrastructure improvements, including better connected trail networks between communities.

**Award Amount:** Planning and Design grants must be for projects that have costs of not less than \$100,000. There is no maximum statutory award size for Planning and Design grants. Anticipate awards ranging from between a minimum of \$100,000 and an expected maximum of \$2,000,000.

Construction Grants must have a total project cost of at least \$15,000,000. There is no maximum statutory award size for Construction grants. Anticipate awards ranging from a minimum of \$7,500,000 in ATIIP funds for any given Construction grant, and a maximum of \$15,000,000.

**Federal share/local match:** Awardees must provide at least a 20 percent matching share of the total project cost.

**Safety Projects:** This program places significant emphasis on safety. Applications should demonstrate how the implementation of the proposed project advances safety for all pedestrians and cyclists, including through the incorporation of the Complete Streets Design Model. Example planning projects include design and planning studies that support the development of a construction project such as traffic studies supporting an active transportation outcome, active transportation network plans, connectivity analyses, asset inventories, and data collection of active transportation network gaps.

**Funding Cycle:** This program apportions funding annually. The 2024 deadline was in July.

**Successful Applications:** This funding was announced in 2024 and awards have not yet been made.

### **USDOT - FHWA: Advanced Transportation Technologies and Innovative Mobility Deployment**

The Advanced Transportation Technologies and Innovative Mobility Deployment program (ATTAIN) supports the implementation and operation of mobility-focused transportation technologies.

**Award amount:** A single recipient may not receive more than \$12 million in Federal funding made available in a single fiscal year. The FHWA anticipates making at least 5 but no more than 10 awards of up to \$12 million individually for each FY in which funding is authorized.

**Federal share/local match:** Up to 80 percent Federal/20 percent local.

**Safety Projects:** Funds awarded under the ATTAIN Program may be used to deploy advanced transportation and congestion management technologies. This could include advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology.

**Funding Cycle:** This program apportions funding annually. The 2024 deadline was in February.

**Successful Applications:** A full list of FY2022 grant awards can be found [here](#). All recipients were DOTs or counties.

Arizona's Mohave County was awarded \$1,000,000 in funding to deploy 50 vehicle-to-infrastructure (V2I) traffic control sign systems throughout rural areas of the county targeted to high-speed highway segments and intersection approaches to improve safety. The project area includes Opportunity Zones and disadvantaged communities.

Delaware DOT was awarded \$5,000,000 for a project in rural Sussex County to improve safety by optimizing transportation systems before and during flood events. The project uses advanced technologies to improve detection of local road users, including pedestrians and bicyclists.

Maryland DOT was awarded \$11,935,000 to deploy new technologies and traffic sensors for traffic prediction, signal timing, curve warning and other messaging to improve safety and mobility along 113 miles of U.S. Route 50. The project area includes disadvantaged communities.

### **USDOT - FHWA: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)**

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program supports planning and construction projects which improve surface transportation and community resilience to natural disasters. The PROTECT Program includes both formula funding distributed to States and competitive grants. Grant categories are planning, resilience improvement, community resilience and evacuation route, and at-risk coastal infrastructure.

**Award amount:** For FY 2022 and FY 2023 PROTECT Discretionary Grant Program Planning Grants, FHWA requests applications for a minimum award size of \$100,000 and no maximum award size.

For FY 2022 and FY 2023 PROTECT Discretionary Grant Program Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coast Infrastructure grants FHWA requests applications for a minimum award size of \$500,000 and no maximum award size.

FHWA anticipates awarding between 30 to 40 Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coast Infrastructure grants.

**Federal share/local match:** Up to 80% Federal / 20% local.

**Safety Projects:** PROTECT funds Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: (1) resilience improvements if they will improve evacuation routes, and (2) projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events.

**Funding Cycle:** This program apportions funding annually. The 2024 deadline was in August.

**Successful Applications:** A full list of FY22 and FY23 awardees across 37 states can be found here. Figure 7 summarizes recipients by state.

In Texas, the City of San Marcos received \$13,875,840 for a Resilience Improvement project that will complete a stormwater mitigation project in the low-income, underserved neighborhood of Sunset Acres. The project will include improvements to storm drains, installing culverts and utility holes, replacing existing sewer lines to increase capacity, and pavement resurfacing related to street improvements.

Several cities outside of Texas won awards for safety-focused projects. The City of Davis, California received a \$23,989,290 Resilience Improvement award to install cool pavement technologies and replace roadway underlayment to rehabilitate several portions of roadways across 15 project locations. The project will help guard against extreme heat conditions and combat heat island effects, enhance roadways, and make other safety improvements that will benefit all road users, but especially active transportation users.

The City and County of Denver, Colorado received a \$4,000,000 Resilience Improvement award for its “Sanderson Gulch Resiliency Project.” This project will improve the resiliency and safety of an important roadway and trail, expand active transportation opportunities, and improve access to local schools in Ruby Hill, a disadvantaged community. The project will construct a realigned trail, lower the creek, replace culverts under roadways, add two accessible multiuse trail underpasses, and make nature-based creek improvements to address flooding risks.

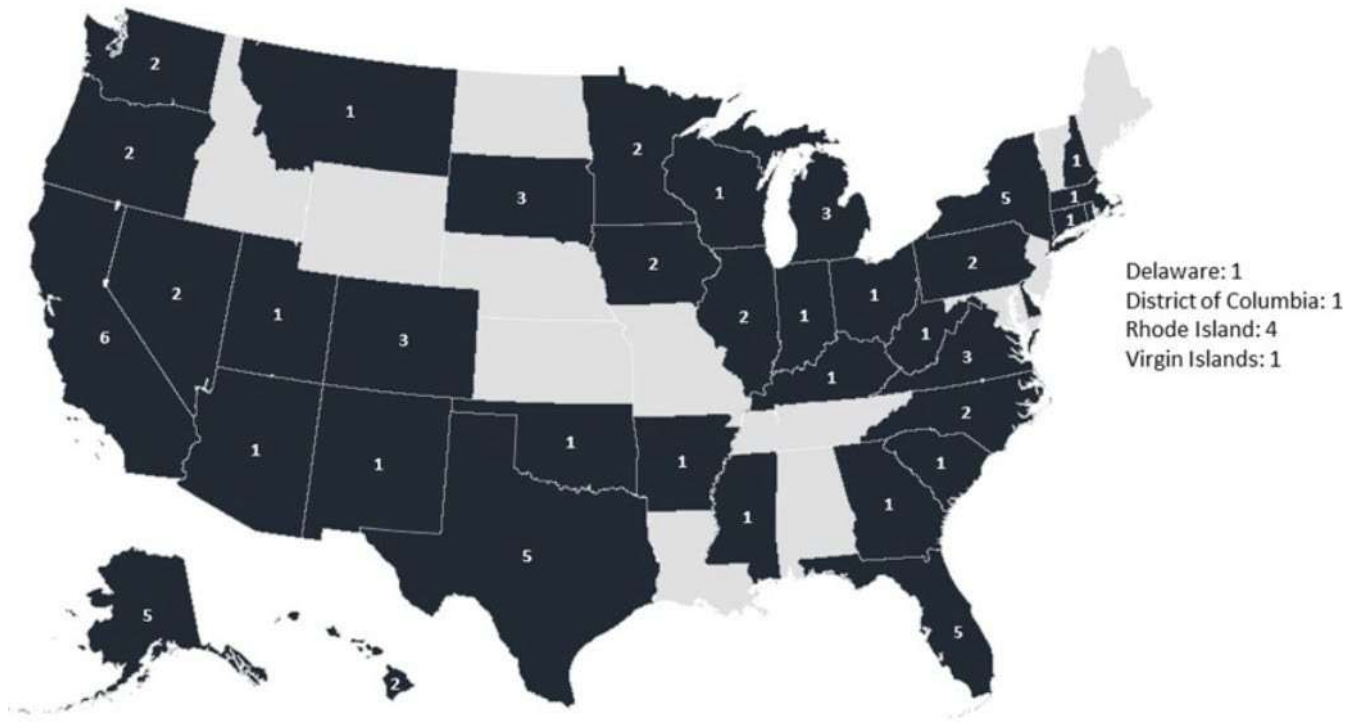
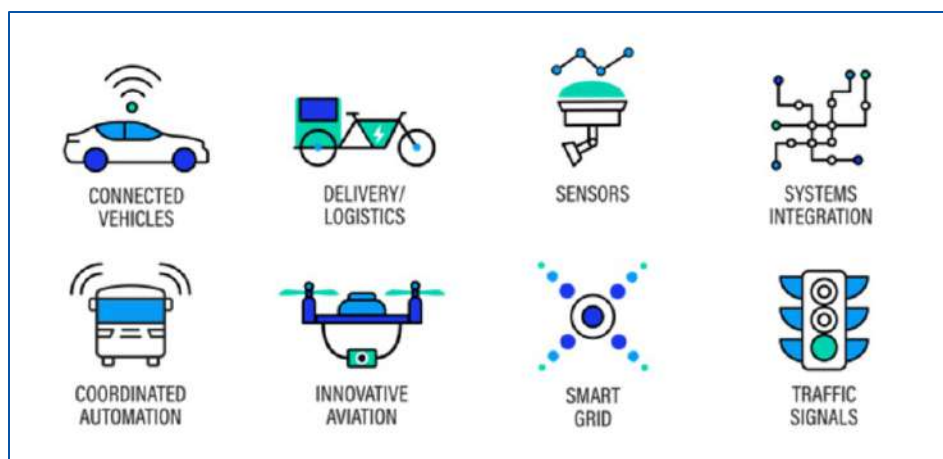


Figure 7: Map of PROTECT Grant Recipients in FY22 and FY23.

Source: USDOT

### USDOT: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

The Strengthening Mobility and Revolutionizing Transportation (SMART) program supports public sector agencies to conduct planning and prototyping demonstration projects focused on advanced smart community technologies and systems. The projects must demonstrate at least one of eight technology areas (Figure 8):



**Figure 8: SMART Project Technology Areas**

Source: USDOT

The SMART Grants Program includes two stages: Stage 1 Planning and Prototyping Grants (Stage 1 grants) and Stage 2 Implementation Grants (Stage 2 grants). USDOT anticipates that a SMART Grants Program NOFOs will solicit applications for Stage 2 grants in calendar year 2024 as well as for additional Stage 1 grants in calendar year 2024. No information about 2025 application periods has been announced as of March 2025.

**Award amount:** USDOT anticipates funding projects of up to \$2,000,000 per project for Stage 1 and up to \$15,000,000 per project for Stage 2. The anticipated minimum award size is \$250,000 for Stage 1; USDOT reserves the right to alter the minimum award amount depending on the quantity and quality of applications.

**Federal share/local match:** Cost sharing or matching is not required for Stage I: Planning and Prototyping.

**Safety Projects:** The SMART Grants Program funds multiple technology areas, as listed below. Projects must demonstrate at least one technology area and may demonstrate more than one technology area.

- *Smart Technology Traffic Signals:* Improving the active management and functioning of traffic signals.
- *Intelligent, Sensor-Based Infrastructure:* Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- *Leveraging Use of Innovative Aviation Technology:* Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.

**Funding Cycle:** This program apportions funding annually. The 2024 deadline for Stage 1 grants (which are required to apply for State 2 grants) was in July. The 2025 deadline has not been publicized as of March.

**Successful Applications:** A full list of Stage 1 SMART grant awardees to date (FY 22 and FY 23) can be found [here](#).

In Texas, the City of Fort Worth won a \$2,000,000 FY23 award for its “Fort Worth Intelligent Micro-Weather Network for AV and Advanced Air Mobility Project.” Through this project, the City will deploy a network of

ground, low altitude, and roadway sensors for micro-weather modeling, to improve users of the Fort Worth Smart Port.

Several cities outside of Texas won awards for safety-focused projects. In FY22, the City of Brockton, Massachusetts won a \$1,496,630 award for the “Downtown Brockton Transportation Technology Project.” This Smart Traffic Signals project will install a traffic management system that will also assess air quality, road temperatures and pedestrian safety in Brockton.

The City of Detroit, Michigan won a \$2,000,000 FY22 award for its Detroit Mobility Optimization through Data for Equity and Safety (Detroit MODES) project. This sensors project will create smart intersections by leveraging existing traffic camera networks to deploy AI software solutions which can predict and prevent traffic accidents in Detroit.

### USDOT: Thriving Communities Program

The Thriving Communities Program (TCP) facilitates the planning and development of transportation and community revitalization activities and provides tools to ensure that under-resourced communities can access the historic funding provided in BIL. Applicants will select which one of the following three Communities of Practice they would like to participate in:

- Main Streets: Focused on Tribal and rural communities and the interconnected transportation, housing, community, and economic development issues they face.
- Complete Neighborhoods: Focused on urban and suburban communities located within metropolitan areas working to better coordinate transportation with land use, housing, and economic development.
- Networked Communities: Focused on those communities located near ports, airports, freight, and rail facilities to address mobility, access, environmental justice, and economic issues including leveraging their proximity to these facilities for wealth-building and economic development opportunities.

Currently, 176 communities are receiving support across the two years, including 64 communities supported in FY 2022 and 112 total communities supported through the FY 2023 National and Regional programs. Figure 9 summarizes those communities as well as the type of project supported.

**Award amount:** National Capacity Builder (TCP-N) cooperative agreements are anticipated to be in the range of \$4-5 million each. TCP-R cooperative agreements are anticipated to be in the range of \$1-2 million each.

**Federal share/local match:** No cost sharing or matching is required as a condition of eligibility under this competition. DOT will fund up to 100 percent of eligible project costs.

**Safety Projects:** Deep-dive technical assistance, planning, and capacity building support that could include:

- Activities to support grant writing, project management, and compliance with grant administration requirements.
- Implementing innovative public engagement strategies, particularly to involve traditionally underrepresented voices in the planning, project identification, and prioritization process.
- Building organizational capacity to strengthen relationships between key stakeholders that deepen regional engagement and collaboration, position partners for future funding opportunities, and/or support inclusive planning processes.

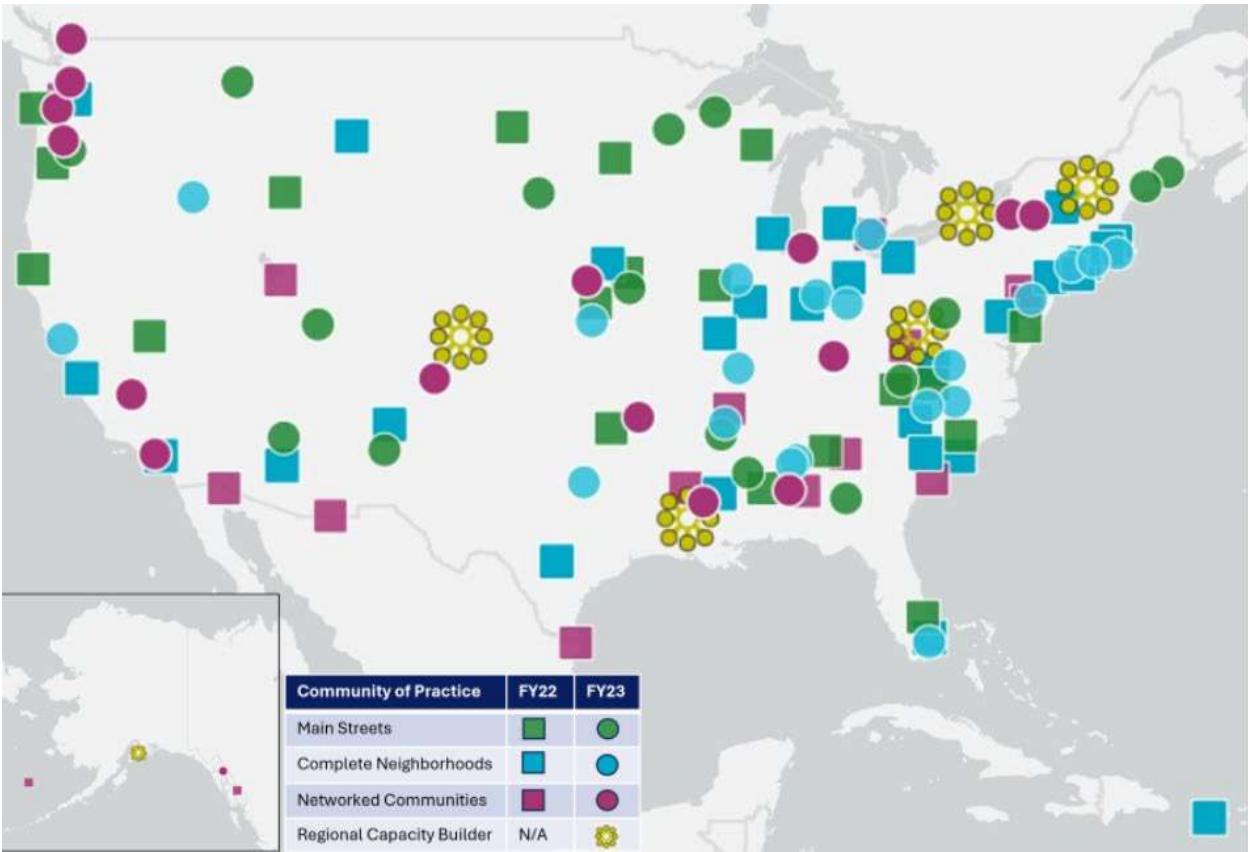


Figure 9: Communities Receiving Support Through FY22 and FY23 Thriving Communities Program

Source: USDOT

**Funding Cycle:** This program has apportioned funding annually in FY22 and FY23. The 2023 deadline for support was in November; a 2024 or 2025 funding cycle has not been announced.

**Successful Applications:** A full list of selected communities can be found [here](#).

The City of Center Point, Alabama won a FY23 award alongside the Jefferson County and Regional Planning Commission of Greater Birmingham. Through TCP, the City of Center Point seeks to create a more walkable, safe, and healthy community. The city will use TCP support to improve its stakeholder engagement, align regional transportation goals and projects, and better access federal funding resources. Center Point will also work to develop a comprehensive plan to address connectivity issues, use transportation solutions to create economic opportunities, and forge partnerships with other government agencies and businesses.

The City of Santa Rosa, California won a FY23 award alongside the Latino Service Partners and Sonoma Land Trust. The city and community-based advocates have long envisioned a project to redevelop a two-mile strip of vacant land that runs through southeast Santa Rosa into the proposed Southeast Greenway, creating a new 47-acre urban park and open space area in the largest city in Sonoma County. While this project will create a significant new asset for the community, connectivity gaps in the city’s active transportation network will limit access to the Greenway for disadvantaged neighborhoods. With TCP support, the City of Santa Rosa will study the feasibility of potential routes; plan and deploy a robust and inclusive community engagement effort; and grow staff capacity to undertake pre-development activities. In addition to receiving TCP support, the community is also part of FEMA’s Building Resilient Infrastructure and Communities program.

## State Resources

### TxDOT via NHTSA: Highway Safety Grants Program (formula)

NHTSA's Office of Regional Operations and Program Delivery (ROPD) administers over \$500 million in grant programs annually to the 50 states, the District of Columbia, Puerto Rico, the U.S. Territories and the Bureau of Indian Affairs. Under Section 405, NHTSA awards grants for occupant protection, state traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driver licensing laws, and non-motorized safety.

**Award amount:** Not listed.

**Federal Share/Local match:** Up to 80% Federal / 20% local.

**Safety Projects:** Fort Worth Projects 2018: Add Through Lane, Install Continuous Turn Lane to improve roadway safety.

### TxDOT via FHWA: Transportation Alternatives; TA set-aside information

The nation's largest dedicated source of funding for trail and active transportation projects. The U.S. Department of Transportation Federal Highway Administration (FHWA) allocates funding to states where state departments of transportation and metropolitan planning organizations administer their own competitive process and deal directly with applicants.

**Award Amount:** Not specified. FY 2024 TA Set-Aside for Texas: \$138,555,515.

**State Share/Local Match:** Up to 80% Federal/20% local.

**Safety Projects:** 2023 Projects. Amarillo, TX BI 40-D West Bicycle and Pedestrian Improvements, 4 miles of an 11-foot wide shared use path.

### TxDOT: Texas Mobility Fund

Revolving fund to provide a method of financing for the construction, reconstruction, acquisition and expansion of state highways, including costs of any necessary design and costs of acquisition of rights-of-way.

**Award Amount:** Not provided, but \$572.8 million spent in FY 2023 and a balance of \$483.7 million in FY2024.<sup>1</sup>

### TxDOT: State Infrastructure Bank

Helps accelerate needed mobility improvements through a variety of financial assistance options. Overall goal of the SIB program is to provide innovative financing methods that will add to the list of options available to communities to assist them in meeting their infrastructure needs. The SIB program allows borrowers to access capital funds at market interest rates or lower. It operates as a revolving loan fund, where the account balance grows through the monthly interest earned and repaid principal and interest payments.

**Award Amount:** Not listed; \$382 million awarded 1995-2002.

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<sup>1</sup> <https://www.txdot.gov/about/financial-management/financial-publications/texas-mobility-fund-reports.html>

**Local Match:** Not applicable—funds are low-interest loans. May be used to provide local match for federal grants.

**Safety Projects:** US 175 widening in Cherokee County

### **State Highway Fund: Unified Transportation Program**

Includes Transportation Development Credits. Funding sources for this program exist at multiple levels, including federal, state, and local. Safety projects are allocated to TxDOT's Traffic Safety Division which selects projects statewide.

**Award Amount:** \$95.6 billion available over the next 10 years.

**Local Match:** None.

**Safety Projects:** Highway safety improvement in Laredo: SH 359 project (Vector Utilities), January 26, 2021.

### **Texas Parks and Wildlife: Recreational Trails Grants**

National Recreational Trails Fund administered under approval of Federal Highway Administration. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

**Award Amount:** Maximum of \$300,000 for non-motorized trail grants; maximum of \$500,000 for motorized (off-vehicle highway) trail grants.

**State Share/Local Match:** State covers up to 80% of project costs.

**Safety Projects:** Recreational trail construction, renovation and acquisition.

**Funding Cycle:** February 1 annual deadline.

### **Texas Department of Agriculture: Downtown Revitalization and Main Street Programs**

Provide infrastructure improvements to address the conditions that contribute to the deterioration in an area designated as slum or blighted in the applicant community's downtown or main street area.<sup>2</sup>

**Award Amount:** \$500,000.

**State Share/Local Match:** None.

**Safety Projects:** Infrastructure improvements located on public property within the downtown district.

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<sup>2</sup> Laredo may be ineligible for the Downtown Revitalization/Main Street Program; Eligible applicants are non-entitlement general purpose units of local government, and non-entitlement cities are either: located predominately in rural areas with populations less than 50,000 thousand persons; cities that are not designated as a central city of a metropolitan statistical area; and cites that are not participating in urban county programs.

## Local Resources

### City of Laredo: District Priority Funds

Laredo's primary capital project funding mechanism.

**Award Amount:** Not specified, although projects are usually in the range of 10s-100s of thousands of dollars. About \$1,000,000 currently available for new projects.

**Safety Projects:** Funds Reports. Sidewalks and bus shelters.

### City of Laredo: Tax Increment Reinvestment Zone

Economic development tool that captures the projected increase in tax revenue that is created by development within a defined area and reinvests those funds into public improvements and development projects that benefit the zone, typically up to 30 years. New incremental taxes generated by the project are deposited into a special TIRZ account known as the Tax Increment Fund (TIF), which is used to fund the improvements within the Zone.

**Award Amount:** Typical financing amount unknown.

**Safety Projects:** Infrastructure within TIRZ eligible for TIRZ funding for upgrades and improvements.

### City of Laredo: Transportation Reinvestment Zone

Local government designates an "underdeveloped" zone surrounding a transportation project. An incremental increase in property tax revenue in the zone funds the project. A similar, newer tool to the TIRZ. Projects must promote public safety, facilitate the improvement/development of property, facilitate the movement of traffic, and enhance the local entity's ability to sponsor transportation projects.

**Award Amount:** Typical financing amount unknown.

**Safety Projects:** El Paso Transmountain Project retaining walls.

### State of Texas: Public Improvement Districts

Defined geographical areas established by localities to provide specific types of improvements or maintenance, which are financed by assessments against the property owners within the area. They provide the city with a development tool that allocates costs according to the benefits received. A PID can provide funding for supplemental services and improvements that meet the needs of the community, which could not otherwise be constructed or provided. Safety expenses are eligible. See [Funding Programs](#), page 6.

**Award Amount:** Typical financing amount unknown.

**Safety Projects:** Infrastructure within PID eligible for PID funding. Items like sidewalk replacement are included.

### Webb County or City of Laredo: Regional Mobility Authority

A political subdivision formed by one or more counties to finance transportation projects. May be tolled or non-tolled. Required to submit compliance and project reports annually to the Texas Transportation Commission.

**Award Amount:** Typical financing amount unknown.

**Safety Projects:** Barton Skyway Ramp Relief, add merge lanes to highway. (Austin, Texas)

## Webb County or City of Laredo: Public-Private Partnership

An agreement between a government and a private company to work together to deliver services/facilities in a cost-effective manner. Usually, the company will operate the facility to finance the project with operating revenue. There are many types of Public-Private Partnerships (P3s). In Texas, one popular P3 is Comprehensive Development Agreements (CDA)—these are contracts which stipulate that a private company will perform different tasks for transportation projects.

**Award Amount:** Not applicable.

**Safety Projects:** US 77 from Kingsville to Driscoll, Texas. Over 122-mile project area, contractor updated highway to incorporate modern safety protocols in lane design and interstate highway standards. Also via TxDOT.

## A Summary of Successful City Safety Projects

- **USDOT - OST: Rebuilding American Infrastructure with Sustainability and Equity (RAISE).** The Culebra Road Improvement Project in the City of San Antonio, Texas received \$8,000,000 in RAISE funding for planning activities in FY2024. This project will fund the planning, design, and environmental work for safety and multimodal improvements along an approximately 5-mile segment of Culebra Road from I-410 (Loop 410) to General McMullen Drive. The project will include safety and multimodal complete streets improvements including ADA sidewalks, crossings, dedicated bicycle facilities, transit stops, street trees, traffic calming, and green infrastructure.
- **USDOT – OST : Safe Streets for All (SS4A) Implementation Grants.** In FFY23, the City of El Paso, Texas was awarded \$9.9 million for a project that prioritizes the vulnerable roadway users in network-wide improvements along El Paso’s High Injury Network. It includes installation of signage along the corridor, the launch of a Safe Routes to School Campaign, and a Vision Zero Education program expansion.
- **USDOT – OST : Safe Streets for All (SS4A) Implementation Grants.** The City of Arlington, Texas won a Demonstration or Supplemental Planning grant for \$2,472,500 to create a Safe Routes to School master plan that will cover all 97 public schools in the city limits and to make and test roadway safety improvements near two elementary schools.
- **USDOT - OST: Reconnecting Communities and Neighborhoods (RCN) Program.** The City of El Paso, Texas won a “Paseo del Norte and Stanton International Bridges Feasibility Study” NAE Planning grant for \$2,000,000. The proposal aims to investigate the feasibility of meeting the dual needs of the community and commuters crossing the border by: (1) building active transportation and improving operational efficiency to decrease environmental pollutants so community members can access their daily destinations while improving their economic and health outcomes, and (2) improving the operational efficiency of individuals crossing the border. These needs will be met through multiple infrastructure and amenity upgrades (e.g., well-marked crosswalks, signage, and waiting areas); transit (improving reliable service of existing transit operations), and operational measures (e.g., ITS, Dynamic message signs, and adaptive traffic signals).
- **USDOT - OST: Reconnecting Communities and Neighborhoods (RCN) Program.** The City of Houston, Texas won an NAE Capital award for \$43,438,830 for “Complete, Connected, Resilient Communities: Gulfton and Kashmere Gardens Resilient Sidewalks Project.” In Houston, sidewalks in the Gulfton and Kashmere Gardens communities are intermittent or nonexistent, which creates safety concerns and barriers for all people, including students, the elderly, and those with disabilities. This project will work to address historic underinvestment and barriers in two Houston neighborhoods by improving sidewalks, drainage, and tree cover, which will work together to create climate-resilient streets that support a multimodal mobility network.

- **USDOT – FHWA: National Scenic Byways Program.** Pennsylvania DOT was awarded \$408,000 for Creek Road Pedestrian and Recreational Safety Improvements. The Brandywine Valley National Scenic Byways Commission and the Chadds Ford Township are partners in this effort. The project will implement improvements to or create pedestrian crossings at three locations and construct an additional public parking area along the Brandywine Valley National Scenic Byway (NSB) North and South Creek Road. The WCF Trail will connect recreational venues and existing trails.
- **USDOT - FHWA: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT).**
  - The City of Davis, California received a \$23,989,290 Resilience Improvement award to install cool pavement technologies and replace roadway underlayment to rehabilitate several portions of roadways across 15 project locations. The project will help guard against extreme heat conditions and combat heat island effects, enhance roadways, and make other safety improvements that will benefit all road users, but especially active transportation users.
  - The City and County of Denver, Colorado received a \$4,000,000 Resilience Improvement award for its Sanderson Gulch Resiliency Project. This project will improve the resiliency and safety of an important roadway and trail, expand active transportation opportunities, and improve access to local schools in Ruby Hill, a disadvantaged community. The project will construct a realigned trail, lower the creek, replace culverts under roadways, add two accessible multiuse trail underpasses, and make nature-based creek improvements to address flooding risks.
- **USDOT - OST: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants.**
  - In FY22, the City of Brockton, Massachusetts won a \$1,496,630 award for the “Downtown Brockton Transportation Technology Project.” This Smart Traffic Signals project will install a traffic management system that will also assess air quality, road temperatures and pedestrian safety in Brockton.
  - The City of Detroit, Michigan won a \$2,000,000 FY22 award for its Detroit Mobility Optimization through Data for Equity and Safety (Detroit MODES) project. This project will create smart intersections by leveraging existing traffic camera network to deploy AI software solutions which can predict and prevent traffic accidents in Detroit.
- **USDOT - OST: Thriving Communities Program.**
  - The City of Center Point, Alabama won a FY23 award alongside the Jefferson County and Regional Planning Commission of Greater Birmingham. Through TCP, the City of Center Point seeks to create a more walkable, safe, and healthy community. The city will use TCP support to improve its stakeholder engagement, align regional transportation goals and projects, and better access federal funding resources. Center Point will also work to develop a comprehensive plan to address connectivity issues, use transportation solutions to create economic opportunities, and forge partnerships with other government agencies and businesses.
  - The City of Santa Rosa, California won a FY23 award alongside the Latino Service Partners and Sonoma Land Trust. The city and community-based advocates have long envisioned a project to redevelop a two-mile strip of vacant land that runs through southeast Santa Rosa into the proposed Southeast Greenway, creating a new 47-acre urban park and open space area in the largest city in Sonoma County. While this project will create a significant new asset for the community, connectivity gaps in the city’s active transportation network will limit access to the Greenway for disadvantaged neighborhoods. With TCP support, the City of Santa Rosa will study the feasibility of potential routes; plan and deploy a robust and inclusive community engagement effort; and grow staff capacity to undertake pre-development activities. In addition to receiving TCP support, the community is also part of FEMA’s Building Resilient Infrastructure and Communities program.

## Conclusion

There are a range of federal funding programs that fund safety-focused projects at the city, county, and/or state level. In early- to mid-2025, a range of programs will be accepting applications for funding for FY25. Of these, programs with the most direct link to Laredo-Webb's Safety Action Plan are:

- Safe Streets for All (SS4A) Implementation grants,
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, and
- Reconnecting Communities and Neighborhoods (RCN) Program grants.

At the state and local level, TxDOT's allocation of federal formula funding is a potential source of significant project funding via the NHTSA-funded Highway Safety Grants Program and the FHWA-funded Transportation Alternatives. The State of Texas also has independently funded sources like the Texas Mobility Fund, the State Infrastructure Bank, and the Unified Transportation Program - which is the primary funding modality for projects which align with the State's long-term transportation planning. Texas Parks and Wildlife's Recreational Trails Grants and the Texas Department of Agriculture's Downtown Revitalization and Main Street Programs are further state-level opportunities. At the local level, Laredo may utilize its District Priority Funds, implement a Tax Increment Reinvestment Zone, Transportation Reinvestment Zone, Public Improvement District. Alternatively, Webb County is eligible to establish a Regional Mobility Authority. Finally, a Public-Private Partnership such as a Comprehensive Development Agreement is an option. Generally, state and local options are more flexible than federal sources, though with less certainty in terms of typical or available funding than for federal sources.