

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
December 17, 2018
1:30 p.m.

MEETING AGENDA

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENT

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

- IV. ITEMS REQUIRING POLICY COMMITTEE ACTION
 - A. Approval of the minutes for the meeting held on September 17, 2018, October 15, 2018, and November 19, 2018.
 - B. Receive public testimony and initiate a 20 day public review and comment period on the proposed adoption of the pavement, bridge, and travel time reliability performance measures and targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America's Surface Transportation Act of 2015 (FAST), which are as follows:

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH) % in "good" condition % in "poor" condition			66.40% 0.30%
Pavement on Non- Interstate Highway (NHS) % in "good" condition % in "poor" condition	54.40% 13.80%	52.00% 14.30%	52.33% 14.30%
NHS Bridge Deck Condition % in "poor" condition % in "good" condition	0.88% 50.63%	0.80% 50.58%	0.80% 50.42%
Reliability IH Level of Travel Time Reliability Non-IH Travel Time Reliability	79.60%	61.20%	56.60% 55.40%
Truck Travel Reliability	1.5	1.7	1.79

- C. Receive public testimony and approve a motion initiating a 20 day public review and comment for the Texas Department of Transportation's 2019 targets for the five federal Safety Performance Measures, as listed below:

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5 year Average:	3,791	1.414	17,751	6.550	2,237.6

- D. A motion to authorize the request to FHWA for the reclassification of highway FM 3338 (Las Tiendas Rd) from FM 1472 to SH 255. The highway must be reclassified from Rural Minor Collector to Rural Major Collector in order to qualify for federal construction funds.
- E. Discussion with possible action on the River Road Project.
- F. Discussion with possible action on Hachar-Reuthinger Road.
- V. REPORT(S) AND PRESENTATIONS (No action required)
- A. Status report by TxDOT on the Outer Loop Alignment Study.

B. Status on the BUILD GRANT.

C. Status report on the Regional Mobility Authority (RMA).

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY DECEMBER 14TH, 2018, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement - This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 900 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra. Vanessa Guerra, en el Departamento de Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales in español se proveerán a petición.

Declaración de Acceso a la Discapacidad: Esta reunión es accesible para sillas de ruedas. Las entradas accesibles están ubicadas en 1110 Victoria y 900 Flores. Las plazas de aparcamiento accesibles se encuentran en el Ayuntamiento, 1110 Victoria.

Información en Español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1623 o comuníquese con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Charlie San Miguel, City Councilmember, District VI
Honorable George Altgelt, City Councilmember, District VII

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

Mr. David M. Salazar, Jr., P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

**** EX-OFFICIO ****

Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Tracy O. King, State Representative, District 80



Vanessa Guerra
Acting MPO Director

Jose A. Valdez, Jr.
City Secretary

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Laredo Urban Transportation Study

**Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas**



MINUTES OF THE SEPTEMBER 17, 2018 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable George Altgelt, City Councilmember, District VII
Honorable Melisa Montemayor, District Administrator
David Salazar, TxDOT District Engineer (joined the meeting at 1:48 p.m.)

Regular members not present:

Honorable Charlie San Miguel, City Councilmember, District VI
Honorable Roberto Balli, City Councilmember, District VIII
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1

Ex-Officio Members Not Present:

Honorable Richard Raymond, State Representative, District 42
Honorable Judith Zaffirini, State Senator, District 21
Honorable Tracy O. King, State Representative, District 80

Staff (Of Participating LUTS Agencies) Present:

City: Cynthia Collazo, City Manager's Office
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Eduardo Bernal, Transit, El Metro
Robert Eads, City of Laredo Traffic Safety
Robert Peña, City of Laredo Traffic Safety
Mario Maldonado, Airport

State: Sara Garza, TxDOT
Mike Graham, TxDOT
Ana Duncan, TxDOT
Roberto Rodriguez, TxDOT
Danny Magee, TxDOT
Carlos Rodriguez, TxDOT

County: Luis Perez Garcia, Webb County Engineering
Others: Julia Wallace, Laredo Morning Times
Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff
(HNTB, Inc.)
Victoria Dominguez, City of Laredo Real Estate
Ricardo Ramos, Arcadis

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 1:32 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Coordinator called roll and verified a quorum existed.

III. CITIZEN COMMENT

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on August 20, 2018.

Judge Tijerina made a motion to approve the minutes of August 20, 2018.

Second: CM. Galo
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

B. Discussion with possible action on the River Road Project.

Mayor Saenz stated he had reached out to Mr. Albert Muller but has not been successful. He stated CM. Altgelt will be reaching out to his son Albert Jr.

CM. Altgelt stated there was a section owned by Muller Development that needed to be dedicated in order to move forward with the River Road Project. He stated said project was an alternate route to hopefully help alleviate traffic in the Mines Road area.

Mayor Saenz stated the proposed meeting with Mr. Muller should include the City Manager.

CM. Altgelt made a motion requesting TxDOT give a presentation to the MPO Committee on funding availability for FM 1472 relief route. The presentation should include a road map for the implementation of the project, including Right-of-Way (ROW) acquisition.

Second: Judge Tijerina

CM. Salazar joined the meeting at 1:48 p.m.

Tony Rodriguez, HNTB, Inc. stated the RMA was currently reviewing the Advance Funding Agreement (AFA) for the proposed Transportation Planning Study.

Melisa Montemayor, TxDOT, stated the AFA was anticipated to be ready for execution in early October.

CM. Altgelt withdrew his motion.

Judge Tijerina withdrew his second.

CM. Galo made a motion to move up item V-C.

Second: Judge Tijerina
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

V. REPORT(S) AND PRESENTATIONS (No action required)

C. Status report on the Regional Mobility Authority (RMA).

Tony Rodriguez, HNTB, Inc. stated that the RMA would soon be considering the approval of the Los Presidentes Plans, Specifications, and Estimates (PS&E), which was approved for funding by City Council.

He stated the RMA was also reviewing the drafts of the local agreements for the Killam Industrial Turn Lane Project and the Vallecillo Road Pass Through Financing project. He

also stated the RMA would be meeting with Killam in the next week or so to finalize their commitment to the project.

Mr. Rodriguez stated the RMA would like to present to City Council on the Loop 20 South Transportation Reinvestment Zone during the meeting of October 15th.

Mario Maldonado, Airport Director, stated negotiations were ongoing with an engineering company for the proposed Port Study. He stated the item may move forward for City Council approval in October.

He stated the study would include all international bridge crossings, traffic studies, revenue studies, and infrastructure improvements for the port.

C. Discussion with possible action on Hachar-Reuthinger Road.

Luis Perez Garcia, Webb County Engineer, stated TxDOT had asked the County for additional information regarding project management on the Reuthinger portion of the project. He stated the County was preparing a letter to TxDOT assigning a project manager.

V. REPORT(S) AND PRESENTATIONS (No action required)

A. Presentation and discussion on the benefits of transferring the US 59 overpass funds to the frontage roads. TxDOT is proposing to transfer \$96.93 Million from the construction of US 59 Interchanges at Del Mar Blvd, Shiloh Dr., International Airport, Jacaman Rd, and University Blvd (CSJs: 0086-14-075,076,077,078,and 079) to the construction of US 59 Frontage Roads between US 59 and International Blvd (CSJs: 0086-14-086,087,088,and 089).

CSJ	Description	Limits	Cons Cost (Mill)	Funding		
				Category 2 (Mill)	Category 12 (Mill)	CBI (Mill)
0086-14-075	Construction of Interchange	US 59/ Del Mar	\$ 24.10	\$ 24.10		
0086-14-076	Construction of Interchange	US 59/ Shiloh	\$ 21.50	\$ 21.50		
0086-14-077	Construction of Interchange	US 59/ Airport	\$ 14.79	\$ 12.36		\$ 2.43
0086-14-078	Construction of Interchange	US 59/ Jacaman	\$ 19.69	\$ 2.69	\$ 17.00	
0086-14-079	Construction of Interchange	US 59/ University Blvd	\$ 16.85	\$ 16.85		
			\$	\$	\$	\$
			Total 96.93	77.50	17.00	2.43

Roberto Rodriguez, Mike Graham, and Ana Duncan gave a brief presentation on the item.

Mike Graham, TxDOT stated the development of the environmental document was in progress and was awaiting 6F clearance.

Roberto Rodriguez, TxDOT, stated TxDOT had received a proposed schematic from the County and was being updated by TxDOT consultants. He also stated the PS&E was under development and the ROW mapping was in progress, pending the environmental clearance and updated survey. Mr. Rodriguez stated the benefits of building the frontage roads prior to building the overpass included:

- Limited access to properties/business
- Additional construction cost-construction performed to connect interchanges will be demolish for next phase
- Traffic Control Plan 3

Mayor Saenz requested to revisit the item and develop cost estimates.

Mrs. Montemayor, TxDOT, stated they would revisit the item at the November meeting.

B. Status report by TxDOT on the Outer Loop Alignment Study.

The status report was given earlier during the meeting.

VI. ADJOURNMENT

CM. Galo made a motion to adjourn the meeting at 2:41 p.m.

Second: Judge Tijerina
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Vanessa Guerra,
Interim MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas



MINUTES OF THE OCTOBER 15, 2018 MEETING

NO QUORUM

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:31 p.m.

II. CHAIRPERSON TO CALL ROLL

Mayor Saenz verified that a quorum did not exist.

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina., Webb County Judge

Regular members not present:

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Roberto Balli, City Councilmember, District VIII
David M. Salazar, TxDOT
Melisa Montemayor, TxDOT
Honorable George Altgelt, City Councilmember, District VII
Honorable Charlie San Miguel, City Councilmember, District VI

Ex-Officio Members Not Present:

Honorable Richard Raymond, State Representative, District 42
Honorable Judith Zaffirini, State Senator, District 21
Honorable Tracy O. King, State Representative, District 80

Staff (Of Participating LUTS Agencies) Present:

City: Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Eduardo Bernal, Transit, El Metro
Linda Teniente, City of Laredo Real Estate Division

Victoria Dominguez, Community Development

State: Sara Garza, TxDOT

County: Luis Perez Garcia, Webb County Engineering
Nathan R. Bratton, Webb County

Mayor Pete Saenz stated quorum was not achieved. No items were discussed and no action was taken. The meeting was adjourned at 1:33 p.m.

Vanessa Guerra,
Acting MPO Director

Pete Saenz,
Mayor and LUTS Chairperson

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas



MINUTES OF THE NOVEMBER 19, 2018 MEETING

NO QUORUM

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:30 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, Acting MPO Director, called roll and verified that a quorum did not exist.

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable David M. Salazar, TxDOT
Honorable Melisa Montemayor, TxDOT

Regular members not present:

Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Roberto Balli, City Councilmember, District VIII
Honorable George Altgelt, City Councilmember, District VII
Honorable Charlie San Miguel, City Councilmember, District VI

Ex-Officio Members Not Present:

Honorable Richard Raymond, State Representative, District 42
Honorable Judith Zaffirini, State Senator, District 21
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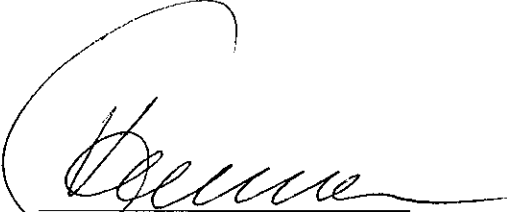
Staff (Of Participating LUTS Agencies) Present:

City: Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Linda Teniente, City of Laredo Real Estate Division

State: Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Michael Graham, TxDOT

County: Luis Perez Garcia, Webb County Engineering

Mayor Pete Saenz stated quorum was not achieved. No items were discussed and no action was taken. The meeting was adjourned at 1:32 p.m.



Vanessa Guerra,
Acting MPO Director

Pete Saenz,
Mayor and LUTS Chairperson

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**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 12-17-18	SUBJECT: MOTION Receive public testimony and initiate a 20 day public review and comment period on the proposed adoption of the pavement, bridge, and travel time reliability performance measures and targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation Act of 2015 (FAST), which are as follows: <table border="1" data-bbox="310 338 1406 1045"> <thead> <tr> <th>Performance Measure</th> <th>Baseline</th> <th>2020 Target</th> <th>2022 Target</th> </tr> </thead> <tbody> <tr> <td>Pavement on Interstate Highway (IH)</td> <td></td> <td></td> <td></td> </tr> <tr> <td> % in "good" condition</td> <td></td> <td></td> <td>66.40%</td> </tr> <tr> <td> % in "poor" condition</td> <td></td> <td></td> <td>0.30%</td> </tr> <tr> <td>Pavement on Non- Interstate Highway (NHS)</td> <td></td> <td></td> <td></td> </tr> <tr> <td> % in "good" condition</td> <td>54.40%</td> <td>52.00%</td> <td>52.33%</td> </tr> <tr> <td> % in "poor" condition</td> <td>13.80%</td> <td>14.30%</td> <td>14.30%</td> </tr> <tr> <td>NHS Bridge Deck Condition</td> <td></td> <td></td> <td></td> </tr> <tr> <td> % in "poor" condition</td> <td>0.88%</td> <td>0.80%</td> <td>0.80%</td> </tr> <tr> <td> % in "good" condition</td> <td>50.63%</td> <td>50.58%</td> <td>50.42%</td> </tr> <tr> <td>Reliability</td> <td></td> <td></td> <td></td> </tr> <tr> <td> IH Level of Travel Time Reliability</td> <td>79.60%</td> <td>61.20%</td> <td>56.60%</td> </tr> <tr> <td> Non-IH Travel Time Reliability</td> <td></td> <td></td> <td>55.40%</td> </tr> <tr> <td>Truck Travel Reliability</td> <td>1.5</td> <td>1.7</td> <td>1.79</td> </tr> </tbody> </table>	Performance Measure	Baseline	2020 Target	2022 Target	Pavement on Interstate Highway (IH)				% in "good" condition			66.40%	% in "poor" condition			0.30%	Pavement on Non- Interstate Highway (NHS)				% in "good" condition	54.40%	52.00%	52.33%	% in "poor" condition	13.80%	14.30%	14.30%	NHS Bridge Deck Condition				% in "poor" condition	0.88%	0.80%	0.80%	% in "good" condition	50.63%	50.58%	50.42%	Reliability				IH Level of Travel Time Reliability	79.60%	61.20%	56.60%	Non-IH Travel Time Reliability			55.40%	Truck Travel Reliability	1.5	1.7	1.79
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INITIATED BY: Staff	STAFF SOURCE: Vanessa Guerra, Acting MPO Director																																																								
PREVIOUS ACTION: On 2-20-18 – the Laredo MPO adopted TxDOT’s Safety Performance Measures and Targets.																																																									
BACKGROUND: Per TxDOT letter dated June 21, 2018, see attached, the MPO’s have been advised that the remaining targets have now been set and the MPO’s have 180 days to set their own targets or to support TxDOT’s targets. <p>Pavement and Bridge Measures (PM2)</p> <ol style="list-style-type: none"> 1) Percentage of Interstate System pavement in good or better condition. 2) Percentage of Interstate System pavement in poor condition. 3) Percentage of Non-Interstate National Highway pavement in good condition. 4) Percentage of Non-Interstate National Highway pavement in poor condition. 5) Percentage of Bridge Deck on the National Highway System in good condition. 6) Percentage of Bridge Deck on the National Highway System in poor condition. <p>System Performance Measures (PM3)</p> <ol style="list-style-type: none"> 1) Percentage of person-miles traveled on the Interstate system rated “reliable” (TTR-IH). 2) Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated “reliable” (TTR Non-IH). 3) Percentage of truck travel time on the Interstate system rated as “reliable” (TTTR). 																																																									
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	STAFF RECOMMENDATION: Staff recommends approval.																																																								

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

BACKGROUND:

Fixing America’s Surface Transportation Act of 2015 (FAST Act), required that metropolitan and statewide transportation planning processes incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. States and MPOs must:

- use a set of federally established performance measures; and,
- set targets and monitor progress for each of the performance measures.

Over the past year, the Texas Department of Transportation (TxDOT) has been working with the MPO’s through the Association of Texas Metropolitan Planning Organization’s on the establishment of targets. Safety targets were established in August 2018 and reported to the Federal Administration in the State Highway Safety Plan. On 2-20-18 – the Laredo MPO adopted TxDOT’s Safety Performance Measures and Targets.

On 2-20-18 – the Laredo MPO adopted TxDOT’s Safety Performance Measures and Targets. Please see table below.

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA	Rate of Fatalities (FARS/CRIS/ARF DATA	Number of Serious Injuries (FARS/CRIS DATA	Serious Injury Rate (CRIS DATA	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 21, 2018

Mr. Al Alonzi
Division Administrator
Federal Highway Administration
300 East Eighth Street, Suite 826
Austin, Texas 78701

Attention: Michael Leary

Dear Mr. Alonzi:

Pursuant to Title 23 Code of Federal Regulations (CFR) 450.206 (c), the state must select and establish performance targets in coordination with the MPOs. These measures are established under 23 CFR 490.

Over the past year, the Texas Department of Transportation (TxDOT) has been working with the MPOs through the Association of Texas Metropolitan Planning Organization's on the establishment of targets. Safety targets were established in August, 2018 and reported to the Federal Highway Administration in the State Highway Safety Plan. The remaining targets have now been set and are provided for your information.

These targets are also being provided to the MPOs and will begin the 180 day time-clock for the MPOs to set their own or to support TxDOT's targets.

If you have any questions or need further assistance, please contact Peggy Thurin at (512) 486-5024.

Sincerely,

James M. Bass
Executive Director

Enclosure

cc: Peter Smith, P.E., Director, Transportation Planning and Programming Division, TxDOT
Michael A. Chacon, P.E., Director, Traffic Operations Division, TxDOT
Gregg A. Freeby, P.E., Bridge Division Director, TxDOT
Dan Stacks, P.E., Maintenance Division Director, TxDOT
Eric L. Gleason, Director, Public Transportation Division, TxDOT
Peggy Thurin, P.E., Systems Planning Section Director, TxDOT
Lori Morel, Transportation Planning and Programming Division, TxDOT
Tonia Norman, Government Affairs Division, TxDOT

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Angelica Quijano

From: Vanessa Guerra
Sent: Tuesday, November 13, 2018 11:27 AM
To: Angelica Quijano
Subject: FW: PM2 and PM3 Performance Targets
Attachments: Copy of Texas PM3 Target Setting - May 15 2018.xlsx; PM3 signed resolution 10-16-18 meeting.pdf; PM2 signed resolution 10-16-18 meeting.pdf; 2019 Safety PM Targets.docx; Submitted PM2_3 Fed targets.xlsx

From: Peggy Thurin [<mailto:Peggy.Thurin@txdot.gov>]
Sent: Friday, November 02, 2018 12:38 PM
To: elisa.smetana@abilenetx.com; Muno, Travis; ashby.johnson@campotexas.org; bdickinson@setrpc.org; bmpo@cob.us; drudge@bcsmmpo.org; dcarrizales@cctxmmpo.us; mmorris@nctcog.org; Roger Williams; jjgarza@myharlingen.us; acanon@hcmmpo.org; alan.clark@h-gac.com; kendra.coufal@ctcog.org; Vanessa Guerra; Macie Wyers; djones@mail.ci.lubbock.tx.us; cwalker@permianbasinmmpo.com; major.hofheins@cosatx.us; Isidro Martinez; barnettc@co.grayson.tx.us; ReaDonna.Jones@txkusa.org; hnick@tylertexas.com; mbergeron@victoriatx.org; cevilia@ci.waco.tx.us; lin.barnett@wichitafallstx.gov; DKessler@nctcog.org
Cc: Raymond Sanchez Jr; Sara Garza; Phillip Tindall; Nick Page; Brigida Gonzalez; Mansour Shiraz
Subject: PM2 and PM3 Performance Targets

All,

Just a reminder, MPOs are required to formally set their own PM2 and PM3 performance targets or support TxDOT's targets by December 18, 2018 (the date of the attached TxDOT submittal to FHWA + 180 days). In addition, because new safety targets are set yearly by TxDOT, you will need to either set your own safety targets or support the states new 2019 targets (attached). This action on the safety targets will need to be done yearly by February 27 moving forward.

To ensure adequate documentation of compliance with federal requirements, we are asking MPOs to provide resolutions noting acceptance of the State's targets or the MPO's own regional targets. I understand this is not a federal requirement, but as the state DOT, this is our preference. Resolutions should specify if regional travel time reliability targets for PM3 are based on the TxDOT statewide targets or the TTI suggested targets for each MPO region as reflected in the attached Excel document. Example resolutions are attached for your reference.

I understand that some of you have already adopted PM2 and/or PM3 targets but not by resolution. This will require additional action by your policy committees/boards. I apologize for any inconvenience this may cause. If you expect to have any difficulty making the above deadline please let me and your field rep know and we will work with FHWA to help resolve the problem.

Summary of PM2 and PM3 Performance Measures:

PM2

Pavement Condition (4 Measures)

- 4-Year targets for percentage of pavements of the Interstate system in Good condition
- 4-Year targets for percentage of pavements of the Interstate system in Poor condition
- 4-Year targets for percentage of pavements of the non-Interstate system in Good condition
- 4-Year targets for percent of pavements of the non-Interstate system in Poor condition

Bridge Condition (2 Measures)

- 4-Year targets for percent of NHS bridges classified as in Good condition
- 4-Year targets for percent of NHS bridges classified as in Poor condition

PM3

Systems Performance – NHS (2 Measures)

- 2-Year and 4-Year targets for Interstate Travel Time Reliability: Percent of person-miles traveled on the Interstate NHS that are reliable
- 4-Year targets for Non-Interstate Travel Time Reliability: Percent of person-miles traveled on the non-Interstate NHS that are reliable

Freight – Interstate Highways (1 Measure)

- 2-Year and 4-Year Targets for Freight Reliability Truck Travel Time Reliability (TTTR) Index

CMAQ – Nonattainment/Maintenance Areas with Populations over 1 million (3 Measures)

- 2-Year and 4-Year Targets for Percent Non-SOV Travel
- 4-Year Targets for Peak Hour Excessive Delay (PHED)
- 2-Year and 4-Year Targets for Total Emissions Reduction

Please let me know if I can provide any additional information, clarification, or assistance.

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH			
% in "good" condition			66.4%
% in "poor" condition			0.3%
Pavement on non-IH NHS			
% in "good" condition	54.4%	52.0%	52.3%
% in "poor" condition	13.8%	14.3%	14.3%

Performance Measure	Baseline	2020 Target	2022 Target
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%

Performance Measure	Baseline	2020 Target	2022 Target
Transit Asset Management			
			<15%
% revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance restrictions			NA

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Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
HI Level of Travel Time Reliability	79.6%	61.2%	56.6%
Non-HI Level of Travel Time Reliability			55.4%
Truck Travel Time Reliability	1.50	1.70	1.79
Annual Hours of Peak Hour Excessive Delay per capita			
Dallas-Fort Worth			15
Houston-Galveston			16
% Non-SOV Travel			
Dallas-Fort Worth	19.60%	19.21%	19.01%
Houston-Galveston	20.10%	19.70%	19.50%
Total Emission Reduction			
NOTDCA NOX	2,410.80	2,892.96	6,509.16
VOC	499.72	599.67	1,399.23
HQAC NOX	403.22	806.44	1,612.87
VOC	267.86	535.72	1,071.44
El Paso CO	580.24		891.11
PM 10	0.97		13.71
Statewide NOX	2814.02	3699.4	8122.03
Statewide VOC	767.58	1135.39	2470.67
Statewide CO	580.24		891.11
Statewide PM 10	0.97		13.71

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PART 3- Performance-Based Planning Under the FAST Act

Performance Goals Under MAP-21

National Goals



TPM Elements



TPM Rulemakings by Regulatory Chapter

TPM-Related Rules	Final Rule Published	Rule Effective Date	Regulatory Chapter
Safety Performance Measures (PM1)	March 15, 2016	April 14, 2016	23 CFR 490 (Subpart A & B)
Highway Safety Improvement Program (HSIP)	March 15, 2016	April 14, 2016	23 CFR 924
Statewide and Non-Metropolitan Planning; Metropolitan Planning	May 27, 2016	June 27, 2016	23 CFR 450
Highway Asset Management Plans for NHS	October 24, 2016	October 2, 2017	23 CFR 515 & 667
Pavement and Bridge Condition Measures (PM2)	January 18, 2017*	May 20, 2017	23 CFR 490 (Subpart A, C & D)
Performance of the NHS, Freight, and CMAQ Measures (PM3)**	January 18, 2017*	May 20, 2017	23 CFR 490 (Sub. A, E, F, G, H)
PM 3: GHG Measure	January 18, 2017	September 28, 2017	23 CFR 490.507(b)

*changes to effective date posted in the Federal Register February 13; and March 21, 2017

**Except for portions of the rule related to the percent change in CO2 emissions from 2017 (GHG measure).

23 CFR Part 490

- 18 FHWA Performance Measures
 - ✓ Safety (5 measures)
 - ✓ Pavement Condition (4 measures)
 - ✓ Bridge Condition (2 measures)
 - ✓ Systems Performance (3 measures)
 - ✓ Freight (1 measure)
 - ✓ CMAQ (3 measures)

23 CFR Part 490

- **18 Measures**
- Describes the applicability of the measures
- Tells what data needed to support measures
- Includes target due dates
 - **State DOTs:** 1 year from the effective date of the applicable final rule
 - **MPOs:** 180 days after the State DOT
- Describes performance period, reporting requirements and timeline
- Defines the significant progress determination process

Performance-Based Planning (NEW)

Performance Measures

- National measures for the Federal-aid Highway Program:
 - Pavement condition on the Interstate system and remainder of the National Highway System (NHS)
 - Bridge condition on the NHS
 - Performance of the Interstate System and remainder of the NHS
 - Fatalities and serious injuries (number and rate per vehicle mile traveled) on all public roads
 - Number of non-motorized fatalities and non-motorized serious injuries
 - Freight movement on the Interstate System
 - Traffic congestion
 - On-road mobile source emissions
- Public transportation performance standards
 - State of good repair
 - Safety

Performance-Based Planning (NEW)

Performance Targets

- State DOTs and MPOs must establish performance targets for the National Performance Measures
- States, MPO, and transit agencies must coordinate in setting targets

TPM Roles and Responsibilities

- USDOT
 - Performance Measure Rules include:
 - Establish measures; identify data sources; define metrics
 - Report to Congress
 - Stewardship and oversight
- States and MPOs
 - Establish targets
 - Support national goals in the planning process and consider measures and targets in long range plans and programs
 - Report progress to USDOT (States)

FHWA Roles

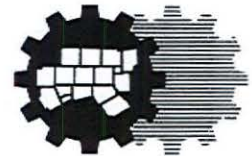
- FHWA is committed to State and MPO success!
 - ✓ Headquarters provides guidance and develops policies and tools
 - ✓ Divisions are responsible for program delivery
 - ✓ The Resource Center provides technical assistance and training

Pavement/Bridge Performance Measure Target Setting:

MPO Applications of TxDOT Targets & Potential Policy Considerations (NCTCOG)

Association of Texas Metropolitan Planning Organizations (TEMPO)
Autumn 2018 Meeting – San Antonio, TX

September 25, 2018



**North Central Texas
Council of Governments**

Regional Goals

Implement Required Federal Measures

National Performance

Support TxDOT Targets As Much As Possible

State Performance

Set Regional Goals To Improve Mobility

Regional Performance – Tell Our Story

Include in Metropolitan Transportation Plan (MTP)

Include in Transportation Improvement Program (TIP)



Relevant Dates

Complete	Rulemaking	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
✓	Transit Asset Management	12/27/2017	Annually	Annually
✓	Safety (PM Rule 1)	2/27/2018	Annually	Annually
	Pavement and Bridge (PM Rule 2)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)
	System Performance (PM Rule 3)	11/15/2018	Four-year Performance Periods (starting 2018-2022)	Biannually (beginning, middle, and end of performance periods)



Regional Roadway System Components

Roadway Classification	Lane Miles		VMT ^{**}	
2018 National Highway System (NHS)				
Interstates (on-system)*	3,331	26.47%	58,551	42.26%
Non-Interstate Freeway (on-system)*	1,613	12.82%	31,183	22.51%
Toll Roads (off-system)	877	6.97%	11,660	8.41%
Arterials (on-system)*	4,009	31.86%	24,400	17.61%
Arterials (off-system)	2,753	21.88%	12,761	9.21%
	12,583	100.00%	138,555	100.00%

* On-system refers to the TxDOT System
 ** VMT (Vehicle-Miles of Travel) in 1,000's



Pavement – Good Condition

NCTCOG REGION: NHS Roadway Classification	Total Network (%)	2018 Baseline Good Condition (%)	2022 Target Good Condition (%)**
Interstates (on-system)*	26.47%	58.20%	53.22%
Non-Interstate Freeway (on-system)*	12.82%	43.24%	40.37%
Toll Roads (off-system)	6.97%	39.77%	36.59%
Arterials (on-system)*	31.86%	36.11%	34.44%
Arterials (off-system)	21.88%	1.20%	1.90%
STATE OF TEXAS: Roadway Classification	Total Network (%)	2018 Baseline Good Condition (%)	2022 Target Good Condition (%)
Interstate NHS	19.19%	66.80%	66.40%
Non-Interstate NHS	80.81%	54.40%	52.30%

* On-system refers to the TxDOT System

** Based on 5-year moving average



Pavement – Poor Condition

NCTCOG REGION: NHS Roadway Classification	Total Network (%)	2018 Baseline Poor Condition (%)**	2022 Target Poor Condition (%)**
Interstates (on-system)*	26.47%	5.81%	7.99%
Non-Interstate Freeway (on-system)*	12.82%	8.43%	9.32%
Toll Roads (off-system)	6.97%	6.76%	8.93%
Arterials (on-system)*	31.86%	18.52%	18.39%
Arterials (off-system)	21.88%	73.66%	69.82%
STATE OF TEXAS: Roadway Classification	Total Network (%)	2018 Baseline Poor Condition (%)	2022 Target Poor Condition (%)
Interstate NHS	19.19%	0.30%	0.30%
Non-Interstate NHS	80.81%	13.80%	14.30%

* On-system refers to the TxDOT System
 ** Based on 5-year moving average



Bridges – Good Condition

NCTCOG REGION	2018 Baseline Good Condition (%)	2022 Target Good Condition (%)**
All NHS Facilities*	55.60%	61.30%

STATE OF TEXAS	2018 Baseline Good Condition (%)	2022 Target Good Condition (%)
All NHS Facilities*	50.63%	50.42%

* Based on total deck area
 ** Based on trend analysis



Bridges – Poor Condition

NCTCOG REGION	2018 Baseline Poor Condition (%)	2022 Target Poor Condition (%)**
All NHS Facilities*	2.00%	3.40%

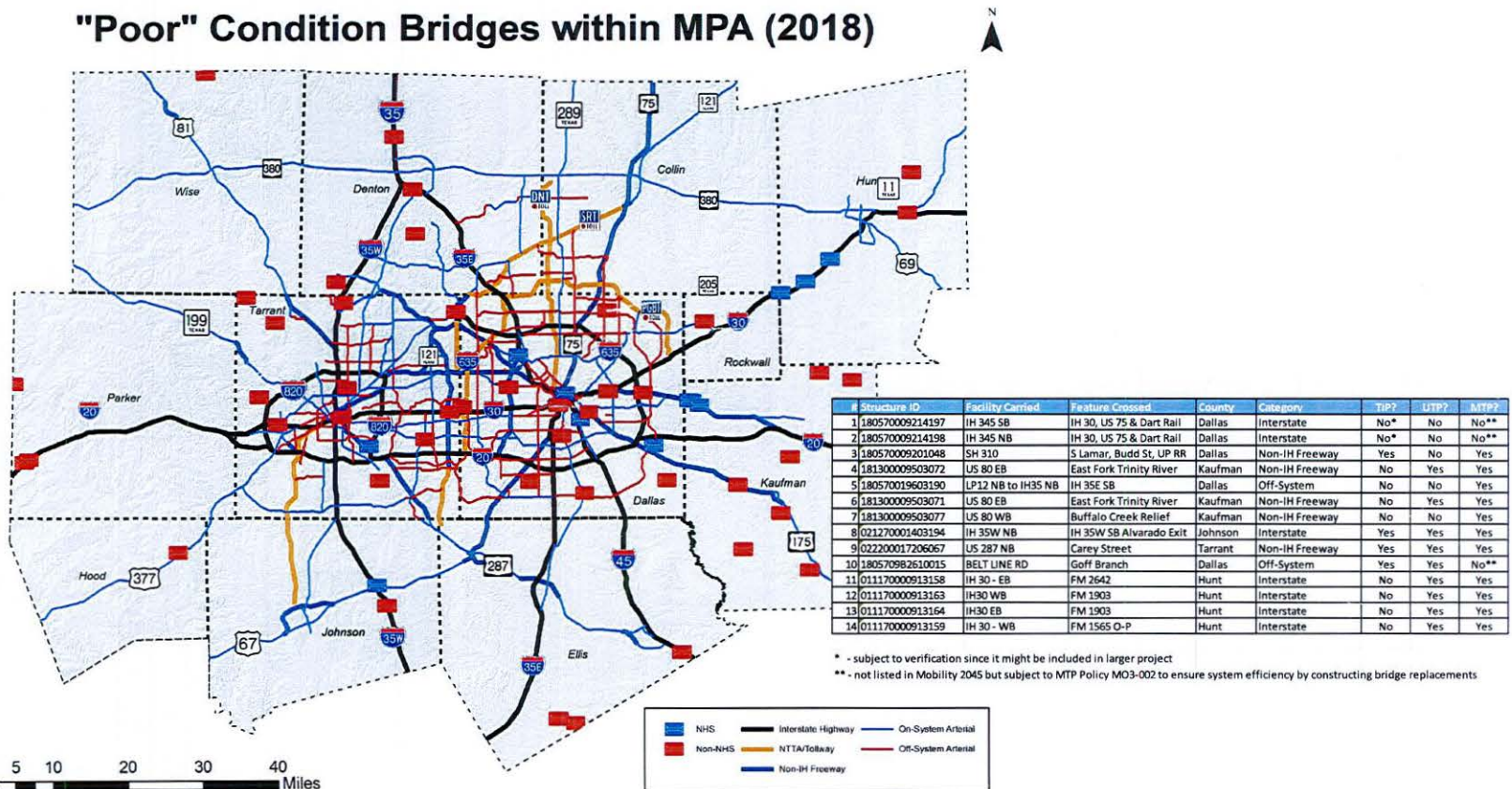
STATE OF TEXAS	2018 Baseline Poor Condition (%)	2022 Target Poor Condition (%)
All NHS Facilities*	0.88%	0.80%

* Based on total deck area
** Based on trend analysis



Poor Condition Bridges (2018) – NCTCOG

"Poor" Condition Bridges within MPA (2018)



Staff Recommendations

Support TxDOT Pavement and Bridge Targets

Pursue Long Term Partnership With Public Agencies to Improve Pavement and Bridge Conditions (Aspirational Goals)

Continue Coordination With TxDOT and TEMPO to Clarify Responsibilities, Protocols, and Timelines for Pavement and Bridge Performance Data Collection and Target Selection

Consider Regional Pavement and Bridge Performance Targets for Non-Interstate NHS Categories

Consider Regional Pavement and Bridge Performance Measures and Targets for Non-NHS Facilities

DRAFT



Schedule

July 27	STTC Information Item – Performance Measures and Targets
August 9	RTC Information Item – Performance Measures and Targets
August 24	STTC Workshop – Performance Measures and Targets
September 13	RTC Information Item
September 28	STTC Information Item – Identify Draft Targets
October 8, 15, 18	Public Meetings
October 11	RTC Information Item – Identify Draft Targets
October 26	STTC Action Item - Recommend Approval of Final Targets
November 8	RTC Action Item – Approval of Final Targets
November 15	Submittal to TxDOT Deadline



Questions

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

Jeffrey C. Neal

Program Manager

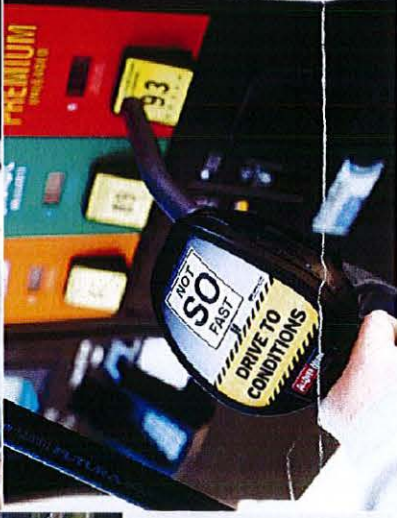
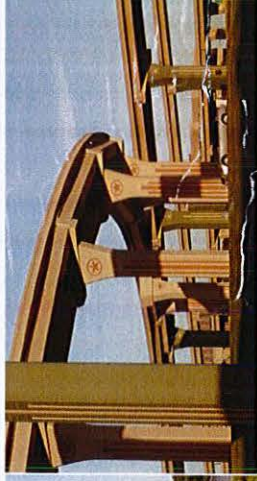
jneal@nctcog.org

(817) 608-2345





TEXAS DEPARTMENT OF TRANSPORTATION



BRIDGE PERFORMANCE MEASURES - TARGETS

National Bridge Performance Measures

National Bridge Performance Measures

23 CFR Part 490 “National Performance Management Measures” sets federal performance measures for evaluating bridge conditions:

- Percent of bridge deck area on the National Highway System in “good” condition
- Percent of bridge deck area on the National Highway System in “poor” condition

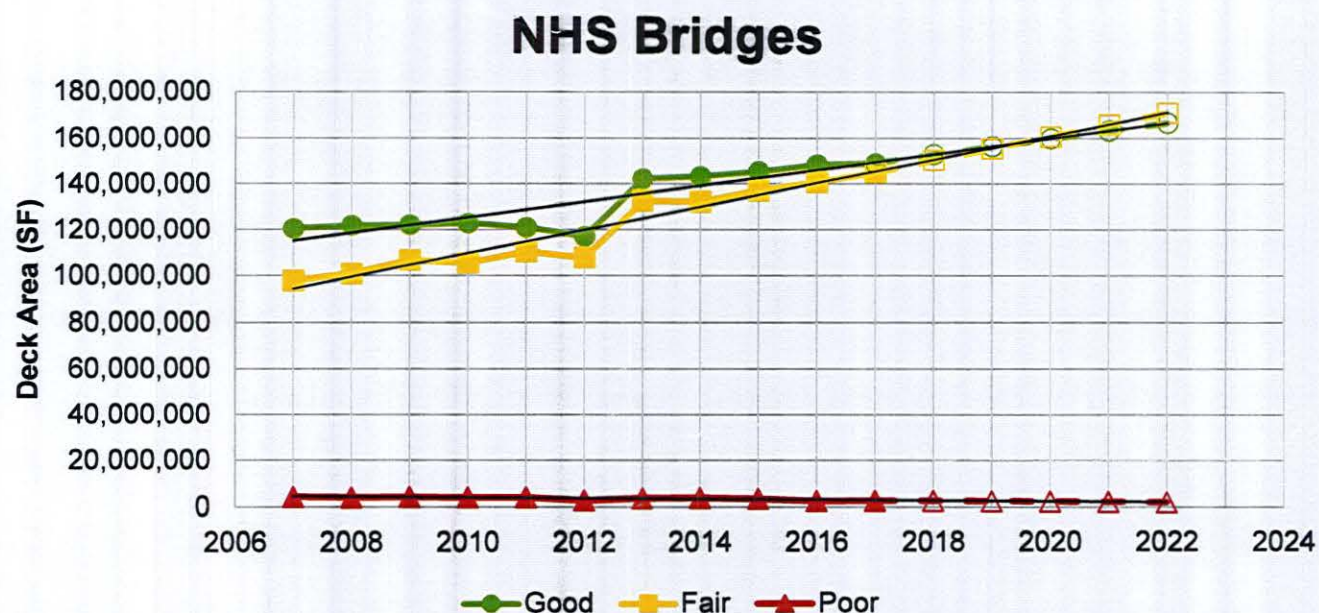
National Bridge Performance Measures

Measures are calculated using National Bridge Inspection (NBI) data:

- Deck area is calculated as follows:
 - For culverts or other structure types under fill: Deck Area = (Approach Roadway Width) x (Structure Length)
 - For all other bridges: Deck Area = (Deck Width) x (Structure Length)
- A bridge in “Poor” condition has at least one of the major component condition ratings for deck, superstructure, substructure, or culvert less than or equal to 4 (on a 0-9 scale).
- A bridge in “Good” condition has no major component rating less than 7.
- A bridge in “Fair” condition is not classified as “Good” or “Poor”.
- Each bridge in the inventory is assigned a “good, fair, poor” rating, then a network-level PM calculation is made, weighted by individual bridge deck areas.

National Performance Measure Target Setting

- States are required to set performance measure targets for Years 2020 and 2022.
- BRG used a trend -line analysis based on historic bridge data to set targets.
- Historic data shows consistent annual trends for deck area classified as good, fair or poor:



National Performance Measure Target Setting

- Based on the trend-line analysis, BRG has calculated initial performance measure targets as follows:

Performance Measure	Current Performance	Target (2020)	Target (2022)
Percent of NHS Deck Area in Poor Condition	0.8%	0.8%	0.8%
Percent of NHS Deck Area in Good Condition	50.8%	50.6%	50.4%

- BRG used a trend-line analysis to set the initial targets because of the lead time involved with “turning the ship”.
- Due to project development activities required to place a bridge into service (planning, programming, ROW acquisition, PS&E preparation, letting, utility relocations, bridge construction, approach roadway work, initial routine inspection to add bridge to inventory, etc.), any conventional bridge improvement work (Project) being considered right now will have no influence on bridge conditions for the next 3 - 5 years.
- Targets for “Percent of NHS Bridges in Poor Condition” in 2020 and 2022 are believed to be the lowest attainable.

Other Bridge Performance Measures – Percent Good or Better

- In addition to the federally-mandated bridge performance measures, TxDOT has reported “Percent Good or Better” bridges (based on number of bridges, not weighted by deck area) to the LBB since 2002.
- For this measure, a bridge is considered “Good or Better” if it is not classified as either Structurally Deficient or Functionally Obsolete according to the federal definitions in place prior to January 1, 2018, and is not classified as “substandard for load only”, a TxDOT term that refers to a bridge that has not deteriorated to the point where it’s load carrying capacity has diminished, but it is load-restricted nonetheless (usually because the bridge was designed long ago, before state legal loads were increased to present values).
- Beginning next year, TxDOT will no longer be reporting “Percent Good or Better Bridges” to the LBB, as a new State Performance Measure, “Bridge Condition Index” (BCI) is being adopted.

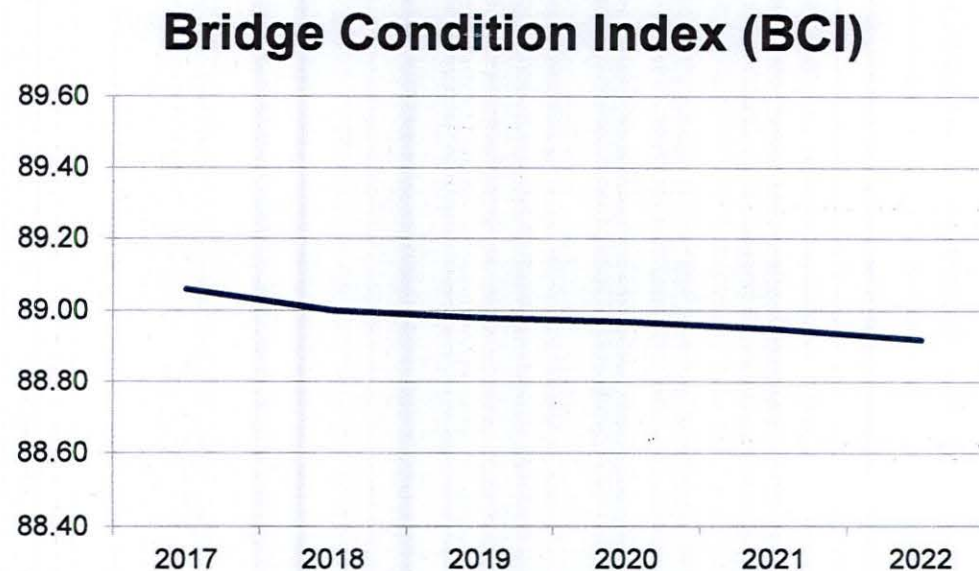
Other Bridge Performance Measures – Bridge Condition Index (BCI)

- The BCI is a composite score indicating the overall condition of the network of bridges in Texas. It is applied to all bridges in the inventory, not just NHS bridges, as the federal measures are applied.
- Each bridge is assigned a numeric score based on the lowest condition state rating for deck, superstructure, substructure, or culvert components:

Numeric Score	Component Condition State Rating
95	Min. key component rating ≥ 7
85	Min. key component rating = 6
75	Min. key component rating = 5
65	Min. key component rating = 3 or 4
50	Min. key component rating ≤ 2

Other Bridge Performance Measures – Bridge Condition Index (BCI)

- The numeric score assigned to each structure is then multiplied by the deck area of the individual structure, then summed for all structures, and this sum is then divided by the total network deck area to arrive at a composite Bridge Condition Index which is weighted by deck area.
- Current and future projections of BCI are as follows:





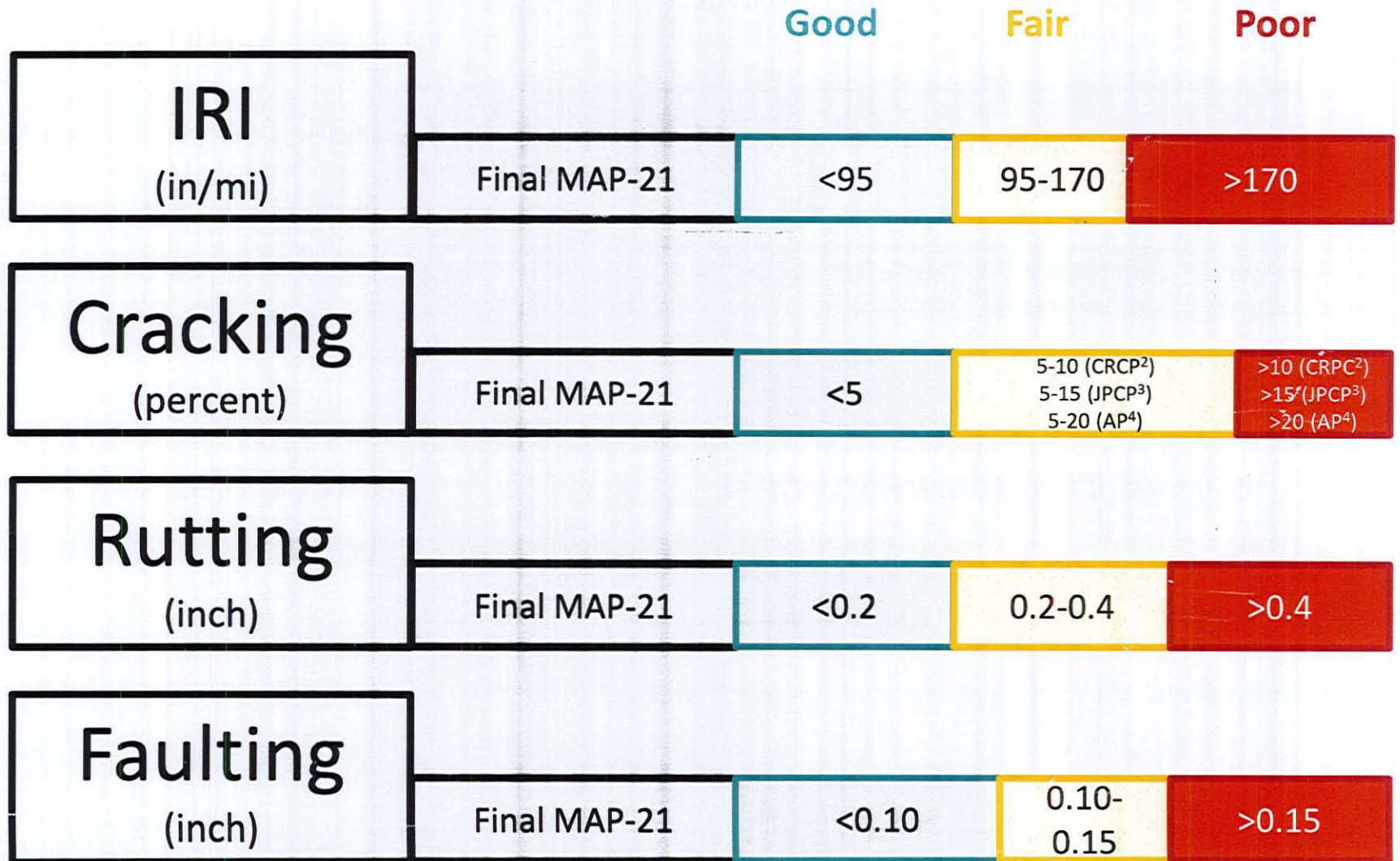
TEXAS DEPARTMENT OF TRANSPORTATION

PERFORMANCE TARGETS

Performance Targets

Interstate System	Non-Interstate NHS System
Percentage of pavements in “Good” condition	Percentage of pavements in “Good” condition
Percentage of pavements in “Poor” condition	Percentage of pavements in “Poor” condition

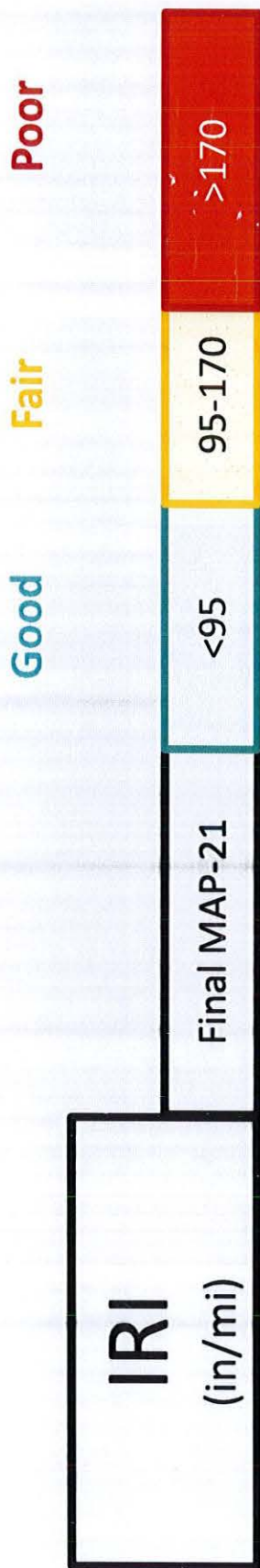
Pavement Condition Thresholds for Interstate



Calculation of Pavement Measures for NHS Interstate

Overall Condition Rating	3 metric ratings (IRI, Cracking, rutting) ACP (IRI, Cracking, faulting) JCP	2 metric ratings (IRI and Cracking) CRCP	Measures
Good	All three metric rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Poor	\geq 2 Metrics rated "Poor"	Both metric rated "poor"	% Lane Miles in "Poor" Condition
Fair	All other combinations	All other combinations	

Pavement Condition Thresholds for Non Interstate NHS



Performance Targets

- Interstate NHS
- Non Interstate NHS

- Flexible Pavements (IRI, Cracking & Rutting)
- Continuous Reinforced Concrete Pavement (CRCP) (IRI, Cracking)
- Jointed Concrete Pavement (JCP) (IRI, Cracking, Faulting)

Flexible Pavement Data

- IRI Historical Data is available for 0.1 mile

- Cracking Historical data is available based on 0.5 mile. For 2017 & 2018 cracking data is available for 0.1 mile.

- Rutting Historical data is available for 0.1 mile based on 5 point measurements. Rut measurements based on full transverse profile started in FY 17.

Flexible Pavement Data

- ✓ IRI Good

- Cracking TxDOT Pavements don't have a lot of cracking we can use 0.5 miles and 0.1 mile data to develop historical trends

- Rut Data Big difference in percent good between 5 point measurements and full transverse profile measurements. Will only use 2017 & 2018 to develop trends

- IRI Historical Data is available for 0.1 mile

- Cracking Historical data is available based on 0.5 mile and for 2017 & 2018 cracking data is available for 0.1 mile.

✓ IRI

Good

○ Cracking

TxDOT Pavements don't have a lot of cracking we can use 0.5 miles and 0.1 mile data to develop historical trends

- IRI Historical Data is available for 0.1 mile

- Cracking Historical data is available based on 0.5 mile and for 2017 & 2018 cracking data is available for 0.1 mile.

- Faulting Data is only available for 2017 and 2018

✓ IRI

Good

○ Cracking

TxDOT Pavements don't have a lot of cracking we can use 0.5 miles and 0.1 mile data to develop historical trends

○ Faulting

we will only use 2017 and 2018 for historical trends

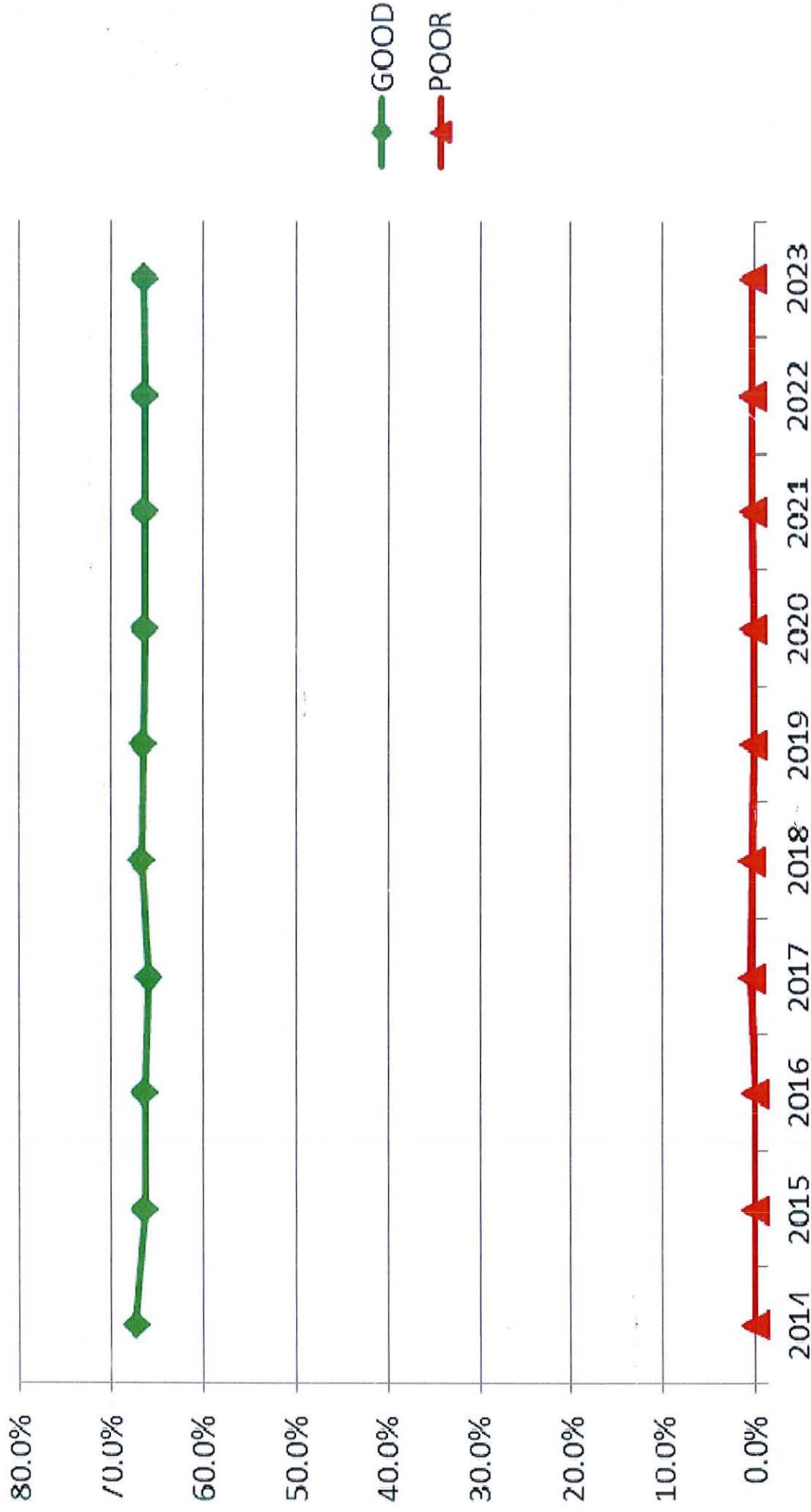
Non Interstate NHS

- Flexible Pavements IRI
- Continuous Reinforced Concrete Pavement (CRCP) IRI
- Jointed Concrete Pavement (JCP) IRI

- On System
Historical IRI data is available
- Off System
Data is available for 2017 & 2018

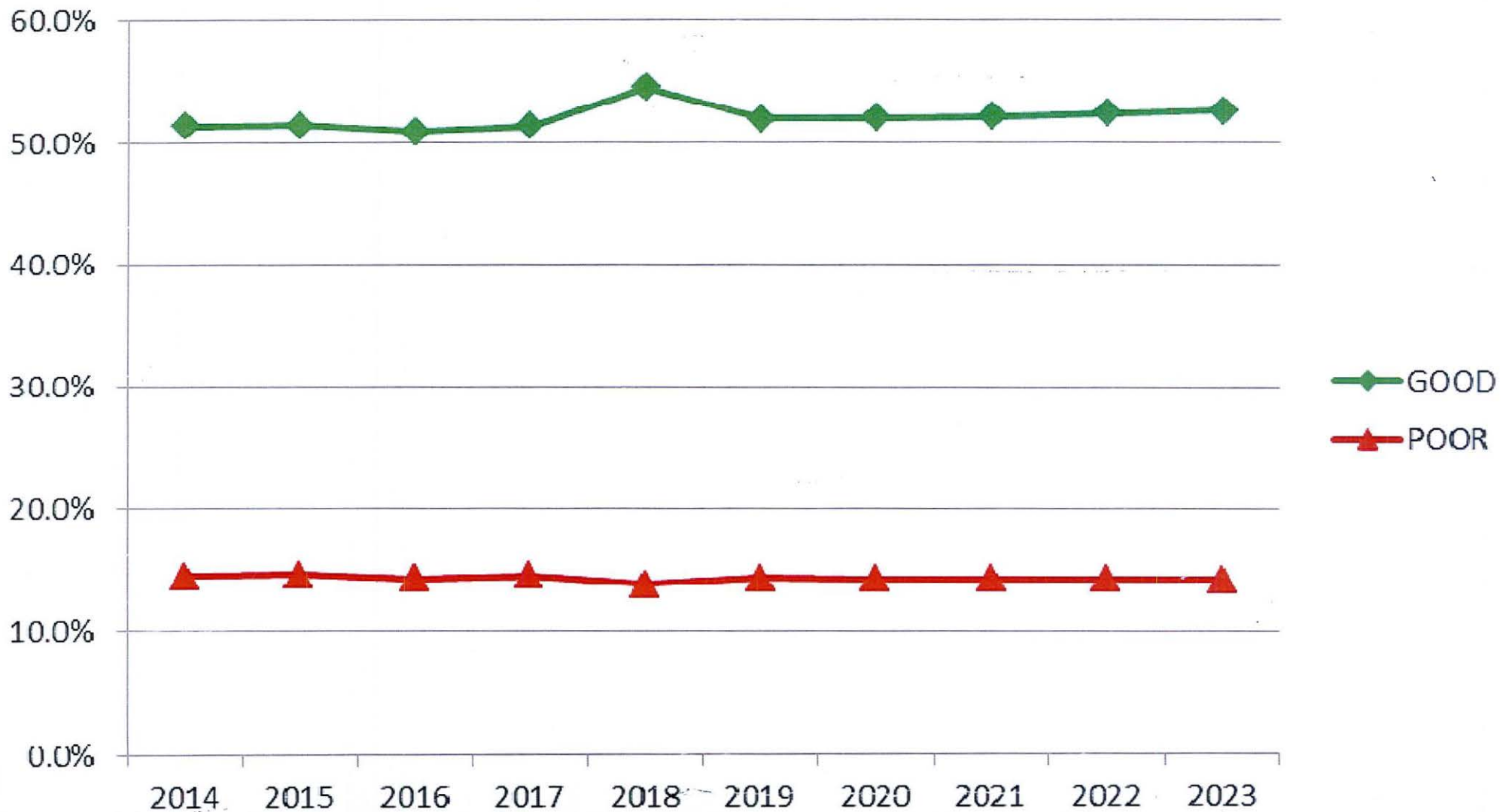
Performance Targets Interstate

IH (5 Year Moving Average Prediction)



Performance Targets Non Interstate

NonIH (5 Year Moving Average Prediction)



Questions



**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 12-17-18	SUBJECT: MOTION Receive public testimony and approve a motion initiating a twenty-day public review and comment for the Texas Department of Transportation's 2019 targets for the five federal Safety Performance Measures, as listed below:					
	2019 Safety Targets	Number of Fatalities (FARS/CRIS/ ARF DATA)	Rate of Fatalities (FARS/CRIS/ ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
	2015	3,582	1.39	17,110	6.63	2,036
	2016	3,776	1.39	17,602	6.49	2,301
	2017	3,726	1.36	17,546	6.39	2,148
	2018	3,891	1.46	18, 130	6.64	2,309
	2019	3,980	1.47	18,367	6.60	2,394
	2019 Target as a 5 year Average:	3,791	1.414	17,751	6.550	2,237.6
INITIATED BY: Staff			STAFF SOURCE: Vanessa Guerra, Acting MPO Director			
PREVIOUS ACTION: None.						
BACKGROUND: Moving Ahead for Progress in the 21 st Century (MAP-21), surface transportation legislation, required that metropolitan and statewide transportation planning processes incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must: <ul style="list-style-type: none"> • use a set of federally established performance measures; and, • set targets and monitor progress for each of the performance measures. <p>The federally established Safety Performance measures are as follows:</p> <ol style="list-style-type: none"> 1. Number of Fatalities, 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), 3. Number of Serious Injuries, 4. Rate of Serious Injuries per 100 million VMT, and 5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and <p>The federally established Safety Targets are as follows:</p> <ol style="list-style-type: none"> 1. Number of fatalities-To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019. 2. Rate of fatalities-To decrease the expected rise of fatalities per 100 MVMT to not more than a five year average of 1.414 fatalities per 100 MVMT in 2019. 3. Number of serious injuries-To decrease the expected rise of serious injuries to not more than a five year average of 17,751.0 serious injuries in 2019. 4. Rate of serious injuries-To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019. 5. Total number of Non-motorized fatalities and serious injuries-To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019. <p align="right">Staff comments continued....</p>						
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.			STAFF RECOMMENDATION: Staff recommends approval.			

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

Staff comments continued...

BACKGROUND:

The Texas Department of Transportation has officially adopted the safety targets, listed above, in the Highway Safety Improvement Program annual report dated August 2017, and has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan (HSSP).

On 2-20-18 – the Laredo MPO adopted TxDOT’s Safety Performance Measures and Targets. Please see table below.

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

Angelica Quijano

From: Vanessa Guerra
Sent: Wednesday, December 5, 2018 10:24 AM
To: Angelica Quijano
Subject: FW: PM2 and PM3 Performance Targets
Attachments: Copy of Texas PM3 Target Setting - May 15 2018.xlsx; PM3 signed resolution 10-16-18 meeting.pdf; PM2 signed resolution 10-16-18 meeting.pdf; 2019 Safety PM Targets.docx; Submitted PM2_3 Fed targets.xlsx

From: Peggy Thurin [<mailto:Peggy.Thurin@txdot.gov>]
Sent: Friday, November 02, 2018 12:38 PM
To: elisa.smetana@abilenetx.com; Muno, Travis; ashby.johnson@campotexas.org; bdickinson@setrpc.org; bmpo@cob.us; drudge@bcsmmpo.org; dcarrizales@cctxmpo.us; mmorris@nctcog.org; Roger Williams; jjgarza@myharlingen.us; acanon@hcmmpo.org; alan.clark@h-gac.com; kendra.coufal@ctcog.org; Vanessa Guerra; Macie Wyers; djones@mail.ci.lubbock.tx.us; cwalker@permianbasinmpo.com; major.hofheins@cosatx.us; Isidro Martinez; barnettc@co.grayson.tx.us; ReaDonna.Jones@txkusa.org; hnick@tylertexas.com; mbergeron@victoriatx.org; cevilia@ci.waco.tx.us; lin.barnett@wichitafallstx.gov; DKessler@nctcog.org
Cc: Raymond Sanchez Jr; Sara Garza; Phillip Tindall; Nick Page; Brigida Gonzalez; Mansour Shiraz
Subject: PM2 and PM3 Performance Targets

All,

Just a reminder, MPOs are required to formally set their own PM2 and PM3 performance targets or support TxDOT's targets by December 18, 2018 (the date of the attached TxDOT submittal to FHWA + 180 days). In addition, because new safety targets are set yearly by TxDOT, you will need to either set your own safety targets or support the states new 2019 targets (attached). This action on the safety targets will need to be done yearly by February 27 moving forward.

To ensure adequate documentation of compliance with federal requirements, we are asking MPOs to provide resolutions noting acceptance of the State's targets or the MPO's own regional targets. I understand this is not a federal requirement, but as the state DOT, this is our preference. Resolutions should specify if regional travel time reliability targets for PM3 are based on the TxDOT statewide targets or the TTI suggested targets for each MPO region as reflected in the attached Excel document. Example resolutions are attached for your reference.

I understand that some of you have already adopted PM2 and/or PM3 targets but not by resolution. This will require additional action by your policy committees/boards. I apologize for any inconvenience this may cause. If you expect to have any difficulty making the above deadline please let me and your field rep know and we will work with FHWA to help resolve the problem.

Summary of PM2 and PM3 Performance Measures:

PM2

Pavement Condition (4 Measures)

- 4-Year targets for percentage of pavements of the Interstate system in Good condition
- 4-Year targets for percentage of pavements of the Interstate system in Poor condition
- 4-Year targets for percentage of pavements of the non-Interstate system in Good condition
- 4-Year targets for percent of pavements of the non-Interstate system in Poor condition

Bridge Condition (2 Measures)

- 4-Year targets for percent of NHS bridges classified as in Good condition
- 4-Year targets for percent of NHS bridges classified as in Poor condition

PM3

Systems Performance – NHS (2 Measures)

- 2-Year and 4-Year targets for Interstate Travel Time Reliability: Percent of person-miles traveled on the Interstate NHS that are reliable
- 4-Year targets for Non-Interstate Travel Time Reliability: Percent of person-miles traveled on the non-Interstate NHS that are reliable

Freight – Interstate Highways (1 Measure)

- 2-Year and 4-Year Targets for Freight Reliability Truck Travel Time Reliability (TTTR) Index

CMAQ – Nonattainment/Maintenance Areas with Populations over 1 million (3 Measures)

- 2-Year and 4-Year Targets for Percent Non-SOV Travel
- 4-Year Targets for Peak Hour Excessive Delay (PHED)
- 2-Year and 4-Year Targets for Total Emissions Reduction

Please let me know if I can provide any additional information, clarification, or assistance.

A Texas Department of Transportation (TxDOT) message



2019 Safety PM Targets

Target: Total number of traffic fatalities (C-1)

2019 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	3,582	FARS
2016	3,776	ARF
2017	3,726	CRIS
2018	3,891	Target
2019	3,980	Target
2019 Target expressed as 5-year average		3,791.0

As noted in the table above, the calendar year target for 2019 would be 3,980 fatalities.

2021 Target: To decrease the expected rise of fatalities from the projected 4,012 in 2019 to not more than 4,155 fatalities in 2021

Target: Fatalities per 100 million vehicle miles traveled (C-3)

2019 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five year average of 1.414 fatalities per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	1.39	FARS
2016	1.39	ARF
2017	1.36	CRIS
2018	1.46	Target
2019	1.47	Target
2019 Target expressed as 5-year average		1.414

As noted in the table above, the calendar year target for 2019 would be 1.47 fatalities per 100 MVMT.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.48 fatalities per 100 MVMT in 2019 to not more than 1.49 fatalities per 100 MVMT in 2021

Target: Total number of serious injuries (C-2)

2019 Target: To decrease the expected rise of serious injuries to not more than a five year average of 17,751.0 serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	17,110	CRIS
2016	17,602	CRIS
2017	17,546	CRIS
2018	18,130	Target
2019	18,367	Target
2019 Target expressed as 5-year average		17,751.0

As noted in the table above, the calendar year target for 2019 would be 18,367 serious injuries.

2021 Target: To decrease the expected rise of serious injuries from the projected 18,516 serious injuries in 2019 to not more than 18,835 serious injuries in 2021

Target: Serious Injuries per 100 million vehicle miles traveled

2019 Target: To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	6.63	CRIS
2016	6.49	CRIS
2017	6.39	CRIS
2018	6.64	Target
2019	6.60	Target
2019 Target expressed as 5-year average		6.550

As noted in the table above, the calendar year target for 2019 would be 6.60 serious injuries per 100 MVMT.

2021 Target: To decrease the rate of serious injuries per 100 MVMT from 6.60 serious injuries per 100 MVMT in 2019 to 6.51 serious injuries per 100 MVMT in 2021

Target: Total number of non-motorized fatalities and serious injuries

2019 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	2,036	FARS-CRIS
2016	2,301	ARF-CRIS
2017	2,148	CRIS
2018	2,309	Target
2019	2,394	Target
2019 Target expressed as 5-year average		2,237.6

As noted in the table above, the calendar year target for 2019 would be 2,394 non-motorized fatalities and serious injuries.

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,413 serious injuries in 2019 to not more than 2,560 non-motorized fatalities and serious injuries in 2021

The first part of the document discusses the importance of maintaining accurate records of all transactions. This includes not only sales and purchases but also any other financial activities that may occur. It is essential to ensure that all entries are properly documented and supported by appropriate evidence.

In addition, the document emphasizes the need for regular reconciliation of accounts. This process involves comparing the company's internal records with the bank statements to identify any discrepancies. By doing so, the company can ensure that its financial statements are accurate and reliable.

Furthermore, the document highlights the significance of maintaining up-to-date financial statements. These statements provide a clear and concise overview of the company's financial performance over a specific period. They are essential for making informed decisions and for communicating the company's financial health to stakeholders.

Finally, the document stresses the importance of seeking professional advice when needed. This may include consulting with an accountant or a financial advisor to ensure that the company is following best practices and complying with all relevant regulations.

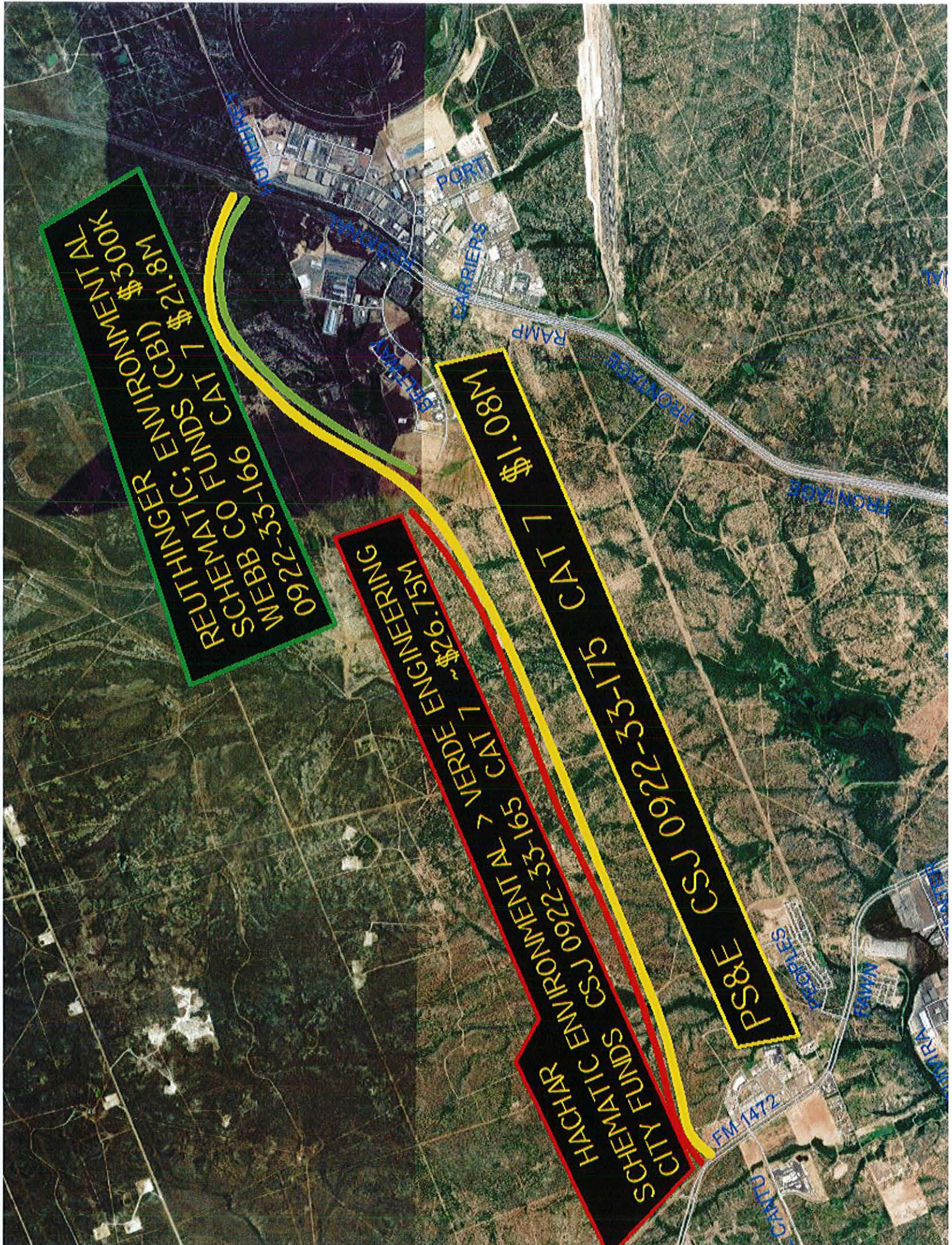
- D. A motion to authorize the request to FHWA for the reclassification of highway FM 3338 (Las Tiendas Rd) from FM 1472 to SH 255. The highway must be reclassified from Rural Minor Collector to Rural Major Collector in order to qualify for federal construction funds.

E. Discussion with possible action on the River Road Project.

PROPOSED ROUTE IF FROM END TO END



F. Discussion with possible action on Hachar-Reuthinger Road.



REUTHINGER
SCHEMATIC ENVIRONMENTAL
WEBB CO FUNDS (CBI) \$300K
0922-35-166 CAT 7 \$21.8M

HACHAR
SCHEMATIC ENVIRONMENTAL > VERDE ENGINEERING
CITY FUNDS CSJ 0922-35-165 CAT 7 ~\$26.75M

PS8E CSJ 0922-35-175 CAT 7 \$1.08M

Cm. Altgelt was not present.

- 33. 2018-R-94 Resolution renaming Eastwoods Park to the Arturo N. Benavides, Sr. Park. The Facilities Naming Commission is in favor of the renaming of this park.

Motion to adopt Resolution 2018-R-094, adding "Memorial" after "Sr."

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 34. 2018-R-95 Authorizing the City's Delinquent Tax Attorney to arrange for the auction by the Webb County Sheriff, pursuant to Section 34.05 (b) and (c) of the Texas Tax Code, of the following properties subject to the recommended minimum bids specified herein:

Property #	Address	Current Minimum Bid	Recommended Minimum Bid
2	3201 Rosario	\$49,900	\$38,000
3	1404 Gates	\$45,700	\$33,500
6	1219 E. Musser	\$41,500	\$31,000

All above properties are more specifically described in attached Exhibit A.

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 35. 2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

XIII (b) MOTIONS

- 36. Approving the submission of the 2018-2019 One Year Action Plan to the U.S. Department of Housing and Urban Development (HUD) request for funding in the amounts of \$3,729,949.00 in 44th Action Year Community Development Block Grant (CDBG) funds, \$1,178,458.00 through the HOME Investment Partnership Program (HOME), and \$306,204.00 through the Emergency Solutions Grant (ESG). An additional \$2,800.00 is anticipated to be received through CDBG program income, \$72,200.00 in Housing Rehabilitation Revolving Loan funds, and \$160,000.00 in HOME program income. Also authorizing the City Manager to execute all documents as a result of the Plan's submission. The plan identifies the projects proposed to be funded by HUD through entitlement program funds and anticipated program income, which are as follows:

44th AY Community Development Block Grant	
Community Development Administration	\$656,089
Housing Rehabilitation Administration	\$304,458
Housing Rehabilitation Loan Program	\$468,451
Code Enforcement	\$489,984
Graffiti Removal Program	\$49,944
Downtown Senior Recreational Program	\$145,225
Downtown Elderly Affordable Rental Housing	\$301,198
Rental Rehabilitation Program	\$350,000
Downtown Neighborhood Access Improvements	\$127,400
El Eden Park Improvements	\$120,000
Freddy Benavides Park Improvements	\$120,000
Sidewalks in District III	\$120,000
Eastwoods Neighborhood Park Improvements	\$20,000
Sidewalks in District IV	\$100,000
De Llano Park Improvements	\$120,000
Bike Lanes in District VII	\$120,000
Sidewalks in District VIII	\$120,000
TOTAL	\$3,732,749

Revolving Loan	
Housing Rehabilitation Revolving Loan Administration	\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

SUBJECT

2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

N/A

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

N/A

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Fiscal impact to be determined by the agreement.

RESOLUTION NO. 2018-R-96

ADOPTING A PROGRAM UNDER TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT MADE PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 RELATING TO THE DEVELOPMENT OF A ROADWAY TRAVERSING APPROXIMATELY 5,135 ACRES LOCATED WEST OF IH 35 AT THE UNITEC OVERPASS ACROSS THE N.D. HACHAR TRUST PROPERTY TO FM 1472 (MINES ROAD); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code authorizes a local government to establish and provide for the administration of one or more programs, for making loans and grants and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, under Chapter 380 of the Texas Local Government Code, the City of Laredo adopts an economic development program, as set forth in the Chapter 380 Economic Development Agreement between the City of Laredo and Verde Corp. (attached hereto as Exhibit A) to promote local economic development and stimulate business and commercial activity within the City limits; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a multi-use project, including, industrial, commercial, multi and single family uses (the "Project"); and

WHEREAS, the development of the Project, as proposed, will contribute to the economic development of the City by creating new jobs and increased employment, generating increased development, increased real property value and tax revenue for the City, enhance public infrastructure, and have both a direct and indirect positive overall improvement/stimulus in the local and state economy; and

WHEREAS, the City and Developer are executing and entering into an Agreement to set forth certain terms and obligations of the City and Developer with respect to enhancing the Project by preparing for the initial construction of a multi-lane roadway, in an approximate 400 foot corridor to be defined during the development of an approved schematic and identified in the environmental process as defined and approved by the Texas Department of Transportation (TxDOT); and

WHEREAS, in consideration of the future construction of the overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred

Seventy-Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with its approved master plan; and

WHEREAS, the Parties recognize that all agreements of the Parties hereto and all terms and provisions hereof are subject to the laws of the State of Texas and all rules, regulations and interpretations of any agency or political subdivision thereof at any time governing the subject matters hereof; and

WHEREAS, the Parties agree that all conditions precedent for the Agreement to become a binding agreement have occurred and been complied with, including all requirements pursuant to the Texas Open Meetings Act and all public notices and hearings; if any, have been conducted in accordance with Texas law;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and adopted as findings of fact

Section 2. Chapter 380 Program. Exhibit A, attached hereto and incorporated by reference as if set out in full, is adopted as a Chapter 380 program.

Section 3. Authorization. The City Manager is hereby authorized to execute the Agreement attached hereto as Exhibit "A", and all documents necessary to accomplish the purposes of this resolution, provided said Agreement is first fully executed by an authorized representative of the Developer.

Section 4. Open Meetings. It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Tex. Gov't Code.

Section 5. Effective Date. This Resolution shall take effect upon its adoption.

APPROVED AND ADOPTED on this the ____ day of July, 2018.

PETE SAENZ
MAYOR

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT

This Agreement (hereinafter "Agreement") by and between the **CITY OF LAREDO, TEXAS**, a Texas home-rule municipal corporation (hereinafter "City") and **VERDE CORP.**, a Texas Corporation, (hereinafter "Developer") (City and Developer collectively referred to as the "Parties" and sometimes individually as a "Party"), is entered into upon the "Effective Date," as more clearly defined herein.

WHEREAS, the City has established this as a program in accordance with Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code ("Chapter 380") under which the City has the authority to make loans or grants of public funds for the purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a mixed use project, including, industrial, commercial, retail and multi-family uses (the "Project"); and

WHEREAS, in order to proceed with the Project, Environmental clearance pursuant to NEPA and TxDOT permits are required in order to construct roadway improvements that will promote the economic development of the City, enhance mobility, and increase public safety; and

WHEREAS, the City recognizes the positive economic impact that the Development will have through the production of new jobs, the attraction of new businesses, and the increased ad valorem and sales and use tax revenue to be generated by the Development for the City, and that without the Project the City would not receive these benefits; and

WHEREAS, the City has adopted Resolution No. 2018-R-96 authorizing City to make certain economic development grants to Developer in recognition of, and derived from the positive economic benefits that will accrue to City on account of the Project; and

WHEREAS, the City hereby establishes this Agreement as a program in accordance with Article III, Chapter 52-a of the Texas Constitution and Chapter 380 under which the City has the authority to make grants of public funds for the public purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, to ensure that the benefits the City provides under this Agreement are utilized in a manner consistent with Article III, Section 52-a of the Texas Constitution, Chapter 380 and other law, Developer has agreed to comply with certain conditions for receiving those benefits; and

WHEREAS, in consideration of the future construction of an overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred Seventy-

Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with his approved master plan; and

WHEREAS, the parties desire to enter into an agreement to provide the terms and conditions by which Developer shall be reimbursed for said costs and expenses; and

WHEREAS, the City and Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City by preparing the property for public infrastructure, expanding the tax base of the City, increasing employment and promoting economic development.

WHEREAS, the City has concluded and hereby finds that entering into this Agreement is in the best interests of the City.

NOW, THEREFORE, in consideration of the mutual benefits described in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer agree as follows:

ARTICLE I RECITALS

Recitals. The recitals set forth above are declared true and correct by the Parties and are hereby incorporated as part of this Agreement.

ARTICLE II AUTHORITY AND TERM

1. **Authority.** The City's execution of this Agreement is authorized by Chapter 380 of the Texas Local Government Code and constitutes a valid and binding obligation of the City. The City acknowledges that Developer is acting in reliance upon the City's performance of its obligations under this Agreement in making the decision to commit substantial resources and money to the establishment of the Project, hereinafter established.
2. **Term.** This Agreement shall become enforceable upon the Effective Date, hereinafter established, and shall continue for twenty-four months or until the Maximum Grant Amount has been reached, unless otherwise extended, in writing, by the parties.

ARTICLE III DEFINITIONS

As used in this Agreement, the following terms shall have the meanings ascribed below. All undefined terms shall retain their usual and customary meaning as ascribed by common and ordinary usage.

"Effective Date" shall mean the date when signed by the last party whose signing makes the Agreement fully executed.

"Grant(s)" shall mean payments in the amount not to exceed Two Hundred Seventy-Five Thousand Dollars (\$275,000.00).

"Payment Request" shall mean a written request from Developer to the City for payment of the applicable Grant funds.

"Related Agreement" shall mean any other agreement by and between the City and the Developer, or any of its affiliated or related entities, relating to the Project.

ARTICLE IV ECONOMIC DEVELOPMENT GRANTS

1. Grants

- (a) Subject to the satisfaction of all the terms and conditions of this Agreement, the City agrees to provide Developer with a Grant of not more than Two Hundred Seventy-Five Thousand Dollars (\$275,000.00). The Grant shall be paid as follows:
 - (1) A payment of grant funds in the lump sum amount of One Hundred Seventy-Five Thousand Dollars (\$175,000.00) within 30 days of the submission by Developer of a complete Schematic and Environmental Document (for an overweight corridor traversing the N.D Hachar Tract and the Reuthinger family tract from the Mines road to the west frontage road of L.H. 35) to TxDOT and receipt by City of a Payment Request.
 - (2) A payment of grant funds in the lump sum amount of One Hundred Thousand Dollars (\$100,000.00) within thirty (30) days of the issuance by TxDOT of FONSI for the aforementioned overweight corridor.
- (b) **Current Funds.** The Grants made hereunder shall be paid solely from lawfully available funds that have been appropriated by the City. Under no circumstances shall City's obligations hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision. The Grant shall be paid solely from appropriations from the general funds of the City or from such other funds of the City as may be legally set aside for such purpose consistent with Article III, Section 52(a) of the Texas Constitution. Further, City shall not be obligated to pay any commercial bank lender or similar institution for any loan or credit agreement made by Developer. None of the City's obligations under this Agreement shall be pledged or otherwise encumbered in favor of any commercial lender and/or similar financial institution.
- (c) **Grant Limitations.** Under no circumstances shall the obligations of the City hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision.

Further, the City shall not be obligated to pay a commercial bank, lender or similar institution for any loan or credit agreement made by the Developer. None of the obligations of the City under this Agreement shall be pledged or otherwise encumbered by the Developer in favor of any commercial lender and/or similar financial institution.

ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS

The obligation of the City to pay the Grant shall be conditioned upon Developer's continued compliance with and satisfaction of each of the conditions set forth in this Agreement.

1. **Condition Precedent to Payment.** Developer shall, as a condition precedent to the payment of any Grant, provide the City with a Payment Request on the letterhead of Developer, to include copies of any studies or documentation necessary to complete the submission to TxDOT and to obtain a FONSI and detailed invoices and/or, payment requests from Developers prime consultant.
2. **Progress Reports.** Periodically, every sixty days, Developer shall submit a brief report to City indicating the progress and percentage completed of the Schematic and Environmental Assessment and an estimate of the completion and submission of same to TxDOT.

ARTICLE VI COVENANTS AND DUTIES

1. **Developer's Covenants and Duties.** Developer makes these covenants and warranties to the City and agrees to timely and fully perform the obligations and duties contained in Article VII of this Agreement. Any false or substantially misleading statements contained herein or failure to timely and fully perform those obligations and duties within this Agreement shall be an act of Default by the Developer.
 - (a) Developer is authorized to do business and is in good standing in the State of Texas and shall remain in good standing in the State of Texas and the United States of America during any term of this Agreement.
 - (b) The execution of this Agreement has been duly authorized by Developer's authorized agent, and the individual signing this Agreement is empowered to execute such Agreement and bind the entity. Said authorization, signing, and binding effect is not in contravention of any law, rule, regulation, or of the provisions of Developer's by-laws, or of any agreement or instrument to which Developer is a party to or by which it may be bound.
 - (c) Developer is not a party to any bankruptcy proceedings currently pending or contemplated, and Developer has not been informed of any potential involuntary bankruptcy proceedings.

- (d) To its current, actual knowledge, Developer has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.
 - (e) Developer shall timely and fully comply with all of the terms and conditions of this Agreement.
 - (f) Developer agrees to complete, or cause to be completed, the documents required to submit a request to TxDOT for an Environmental Assessment of the proposed roadway and shall use its best efforts secure a FONSI at its sole cost and expense.
2. **City's Covenants and Duties. Grant Payment.** The City is obligated to pay Developer an amount not to exceed the Maximum Grant Amount from sources contemplated by this Agreement over a period not to exceed the expiration date, subject to Developer's timely and full satisfaction of all applicable duties and terms within this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.
 3. City shall fully cooperate with Developer in pursuing environmental clearance for the roadway area as described herein.
 4. **Substantial Compliance and Default.** Failure by either Party to timely and substantially comply with any performance requirement, duty, or covenant shall be considered an act of Default if uncured within sixty (60) days of receiving written notice from the other Party. Failure of Developer to timely and substantially cure a default will give the City the right to terminate this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.

ARTICLE VII DESCRIPTION AND SCOPE

Developer is responsible for the preparation, development and submission of a schematic, environmental document, covering the proposed alignment of an approximate 400 ft. wide strip of land crossing the N.D. Hachar tract from Mines Road (FM 1472) and traversing the property to approximately 0.1 mile east of Beltway Parkway, (as shown on the attached Exhibit A.), which complies with all applicable federal and state environmental laws and regulations, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act of 1966 and the Endangered Species Act of 1973, which require environmental clearance of federal-aid projects for the environmental clearance of this Project, to include, written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

Developer shall coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment, pursuant to NEPA, for the remaining alignment of the 400 ft. wide strip of land which crosses the Reuthinger property and as shown

on the Location Map showing the Project Limits in the attached Exhibit "A".

City grants a license to Developer to use all documents, including but not limited to reports, drawings, and schematics that have been developed by City or its consultants for the preparation of a schematic document and environmental assessment.

ARTICLE VIII TERMINATION

1. **Termination.** This Agreement shall terminate upon the earliest occurrence of any one or more of the following:
 - (a) The written agreement of the Parties;
 - (b) Expiration of this Agreement; or
 - (c) Default by Developer; or
 - (d) The Payment of the Maximum Grant Amount.
2. **Termination by Maximum Grant Amount.** If the Agreement is terminated by reaching the Maximum Grant Amount, the City is required to issue a letter to the Developer stating that the Maximum Grant Amount has been reached.

ARTICLE IX DISPUTE RESOLUTION

1. **Mediation.** If a dispute arises out of or relates to this Agreement or the breach thereof, the Parties shall first in good faith seek to resolve the dispute through negotiation between the upper management of each respective Party. If such dispute cannot be settled through negotiation, the Parties agree to try in good faith to settle the dispute by mediation under the Commercial Mediation Rules of the American Arbitration Association before resorting to arbitration, litigation, or some other dispute resolution procedure; provided that a Party may not invoke mediation unless it has provided the other Party with written notice of the dispute and has attempted in good faith to resolve such dispute through negotiation. Notwithstanding the foregoing, any Party may seek immediate equitable relief, without attempting to settle a dispute through mediation, in any case where such Party is entitled to equitable relief by law, the terms of the Agreement, or otherwise. All costs of negotiation, mediation, and arbitration collectively known as alternate dispute resolution ("ADR") shall be assessed equally between the City and Developer with each party bearing their own costs for attorneys' fees, experts, and other costs of ADR and any ensuing litigation.
2. During the term of this Agreement, if Developer files and / or pursues an adversarial proceeding against the City regarding this Agreement without first engaging in good faith mediation of the dispute, then, at the City's option, all access to the Grants provided for hereunder may be deposited with a mutually acceptable escrow agent that will deposit such funds in an interest bearing account until the resolution of such adversarial proceeding.
3. Under no circumstances will the Grant funds received under this Agreement be used, either directly or indirectly, to pay costs or attorney fees incurred in any adversarial proceeding regarding this Agreement against City.

**ARTICLE X
ADDITIONAL PROVISIONS**

1. **Binding Agreement.** The terms and conditions of this Agreement shall be binding on and inure to the benefit of the City, Developer, and their respective successors and assigns. The City Manager shall be responsible for the administration of this Agreement and shall have the authority to execute any instruments, duly approved by the City Council of the City of Laredo, Texas, on behalf of the City related thereto.
2. **Mutual Assistance.** City and Developer will do all things reasonably necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in carrying out such terms and provisions.
3. **Representations and Warranties.** City represents and warrants to Developer that this Agreement is within their authority, and that they are duly authorized and empowered to enter into this Agreement, unless otherwise ordered by a court of competent jurisdiction. Developer represents and warrants to the City that it has the requisite authority to enter into this Agreement.
4. **Assignment.** Developer shall have the right to assign all of its rights, duties, and obligations under this Agreement to a duly qualified third party with prior written approval of the City Council of the City of Laredo, Texas; provided, however, that any assignment provided for herein shall not serve to enlarge or diminish the obligations and requirements of this Agreement, nor shall they relieve Developer of any liability to the City including any required indemnity in the event that any Assignee hereof shall at any time be in default of the terms of this Agreement. The City may demand and receive adequate assurance of performance including the deposit or provision of financial security by any proposed Assignee prior to its approval of an assignment.
5. **Independent Contractors.**
 - (a) It is expressly understood and agreed by all Parties hereto that in performing their services hereunder, Developer at no time will be acting as an agent of the City and that all consultants or contractors engaged by Developer respectively will be independent contractors of Developer; and nothing contained in this Agreement is intended by the Parties to create a partnership or joint venture between the Parties and any implication to the contrary is hereby expressly disavowed. The Parties hereto understand and agree that City will not be liable for any claims that may be asserted by any third party occurring in connection with services performed by Developer respectively under this Agreement, unless any such claims are due to the fault of the City.
 - (b) By entering into this Agreement, the Parties do not waive, and shall not be deemed to have waived, any rights, immunities, or defenses either may have, including the defense of parties, and nothing contained herein shall ever be construed as a waiver of sovereign or official immunity by the City with such rights being expressly reserved to the fullest extent authorized by law and to the same extent which existed prior to the execution hereof.
 - (c) No employee of City, or any councilmember or agent of City, shall be personally

responsible for any liability arising under or growing out of this Agreement.

6. **Notice.** Any notice required or permitted to be delivered hereunder shall be deemed delivered by actual delivery, facsimile with receipt confirmation, or by depositing the same in the United States Mail, postage prepaid and certified with return receipt requested, addressed to the Party at the address set forth below:

If intended for City: City of Laredo
City Manager
1110 Houston St.
Laredo, Texas 78040

With a copy to: City of Laredo
City Attorney
1110 Houston St.
Laredo, TX 78040

If to the Developer: Verde Corp.
Attention: Nicholas Van Steenberg, President
7718 McPherson Road
Suite 304
Laredo, Texas 78045

Either Party may designate a different address at any time upon written notice to the other Party.

7. **Governing Law.** The Agreement shall be governed by the laws of the State of Texas, and the venue for any action concerning this Agreement shall be in Webb County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.
8. **Amendment.** This Agreement may be amended by mutual written agreement of the Parties, as approved by the City Council of the City of Laredo, Texas.
9. **Legal Construction.** In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect other provisions of this Agreement, and it is the intention of the Parties to this Agreement that, in lieu of each provision that is found to be illegal, invalid, or unenforceable, a provision be added to this Agreement which is legal, valid and enforceable and is as similar in terms as possible to the provision found to be illegal, invalid, or unenforceable.
10. **Gender.** The gender of the wording throughout this Agreement shall always be interpreted to mean either sex, and where the context requires, the plural of any word shall include the singular.
11. **Interpretation.** Each of the Parties has been represented by counsel of their choosing in the negotiation and preparation of this Agreement. Regardless of which Party prepared the initial draft of this Agreement, this Agreement shall, in the event of any dispute, whatever its

meaning or application, be interpreted fairly and reasonably and neither more strongly for or against any Party.

12. Entire Agreement. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter covered in this Agreement. There is no other collateral oral or written agreement between the Parties that, in any manner, relates to the subject matter of this Agreement, except as provided for in any Exhibits attached hereto or duly approved amendments to this Agreement, as approved by the City Council of the City of Laredo, Texas.
13. Paragraph Headings. The paragraph headings contained in this Agreement are for convenience only and will in no way enlarge or limit the scope or meaning of the various and several paragraphs.
14. Counterparts. This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
15. Exhibits. Any Exhibits attached hereto are incorporated by reference for all purposes.
16. Survival of Covenants. Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.
17. Employment of Undocumented Workers. During the term of this Agreement, Developer agrees to not knowingly employ any undocumented workers, and, if convicted of a violation under 8 U.S.C. Section 1324a(1), Developer shall be in Default and repay the amount of the Grants and any other funds received by Developer from the City as of the date of such violation within one hundred twenty (120) days after the date Developer is notified by the City of such violation, plus interest at the rate of six percent (6.00%) compounded annually from the date of the violation until paid in full. Developer is not liable for an unknown violation of this Section by a subsidiary, affiliate, or franchisee of Developer or by a person with whom Developer contracts provided however that identical federal law requirements provided for herein shall be included as part of any agreement or contract which Developer enters into with any subsidiary, assignee, affiliate, or franchisee for which Grants provided herein will be used.
18. Indemnification.

DEVELOPER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY, THEIR RESPECTIVE OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY THE "CITY") HARMLESS FROM AND AGAINST ANY AND ALL REASONABLE LIABILITIES, DAMAGES, CLAIMS, LAWSUITS, JUSTMENTS, ATTORNEY FEES, COSTS, EXPENSES AND ANY CAUSE OF ACTION THAT DIRECTLY RELATES TO ANY OF THE FOLLOWING: ANY CLAIMS OR DEMANDS BY THE STATE OF TEXAS THAT THE CITY HAS BEEN ERRONEOUSLY OR OVER-PAID SALES AND USE TAX FOR ANY PERIOD DURING THE TERM OF THIS AGREEMENT AS A RESULT OF ANY ACT OR OMISSION OR BREACH OR NON-PERFORMANCE BY DEVELOPER UNDER THIS AGREEMENT

EXCEPT THAT THE IMDEMNITY PROVIDED HEREIN SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE ACTION OR OMISSIONS OF THE CITY. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY. IT BEING THE INTENTION OF THE PARTIES THAT DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAYMENT OF ANY ANNUAL GRANTS PAID TO DEVELOPER HEREIN THAT INCLUDES CITY SALES TAX RECEIPTS THAT THE STATE OF TEXAS HAS DETERMINED WAS ERRONEOUSLY PAID, DISTRIBUTED OR ALLOCATED TO THE CITY.

19. Additional Instruments. City and Developer agree and covenant to cooperate, negotiate in good faith, and to execute such other and further instruments and documents as may be reasonably required to fulfill the public purposes provided for and included within this Agreement.
20. Effective Date. This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

CITY OF LAREDO
a home-rule municipal corporation
Signed this ___ day of July, 2018

VERDE CORP.
A Texas Corporation
Signed this ___ day of July, 2018

By: _____
Horacio A. De Leon, Jr.
City Manager

By: _____
Nicholas Van Steenberg
President

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

STATE OF TEXAS
COUNTY OF WEBB

§
§
§

ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Nicholas Van Steenberg in his capacity as President of Verde Corp., on its behalf.

Notary Public in and for the State of Texas

STATE OF TEXAS
COUNTY OF WEBB

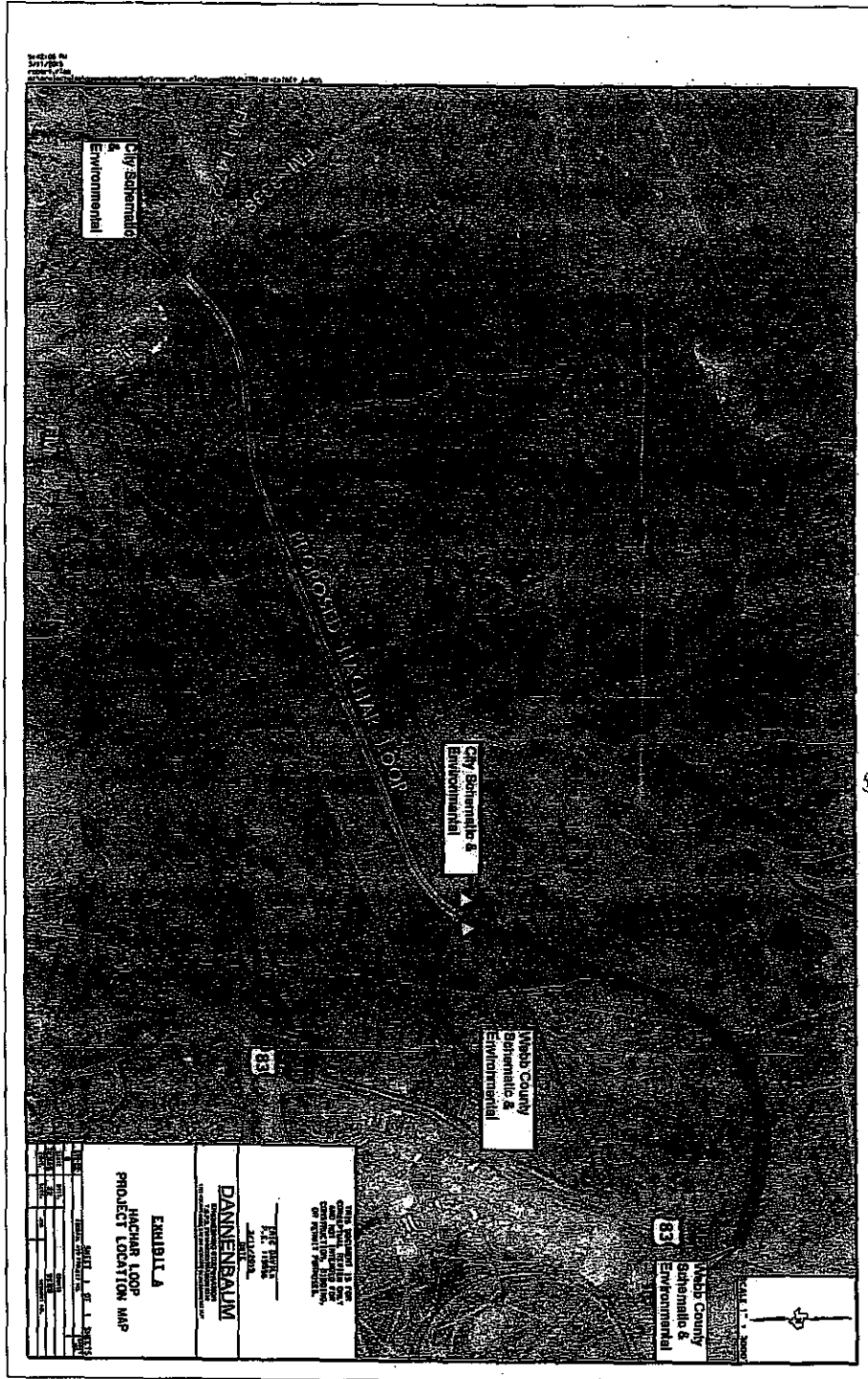
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ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Horacio A. De Leon, Jr., in his capacity as City Manager of the City of Laredo, a home-
rule municipal corporation, on its behalf.

Notary Public in and for the State of Texas

Exhibit A Location Map Showing Project Limits



the 1990s, the number of people in the world who are poor has increased.

There are two reasons for this. First, the population of the world has increased. Second, the income of the world has not increased as fast as the population.

So, the number of people who are poor has increased. This is a very serious problem.

There are many reasons why the number of people who are poor has increased. One reason is that the income of the world has not increased as fast as the population.

Another reason is that the income of the world has not been distributed evenly. Some people are rich and some people are poor.

There are many ways to solve this problem. One way is to increase the income of the world.

Another way is to distribute the income more evenly. This is a very important goal.

There are many ways to increase the income of the world. One way is to increase the productivity of the world.

Another way is to increase the number of people who are working. This is a very important goal.

There are many ways to increase the number of people who are working. One way is to create more jobs.

Another way is to increase the number of people who are in school. This is a very important goal.

There are many ways to increase the number of people who are in school. One way is to increase the quality of education.

Another way is to increase the number of people who are in school. This is a very important goal.

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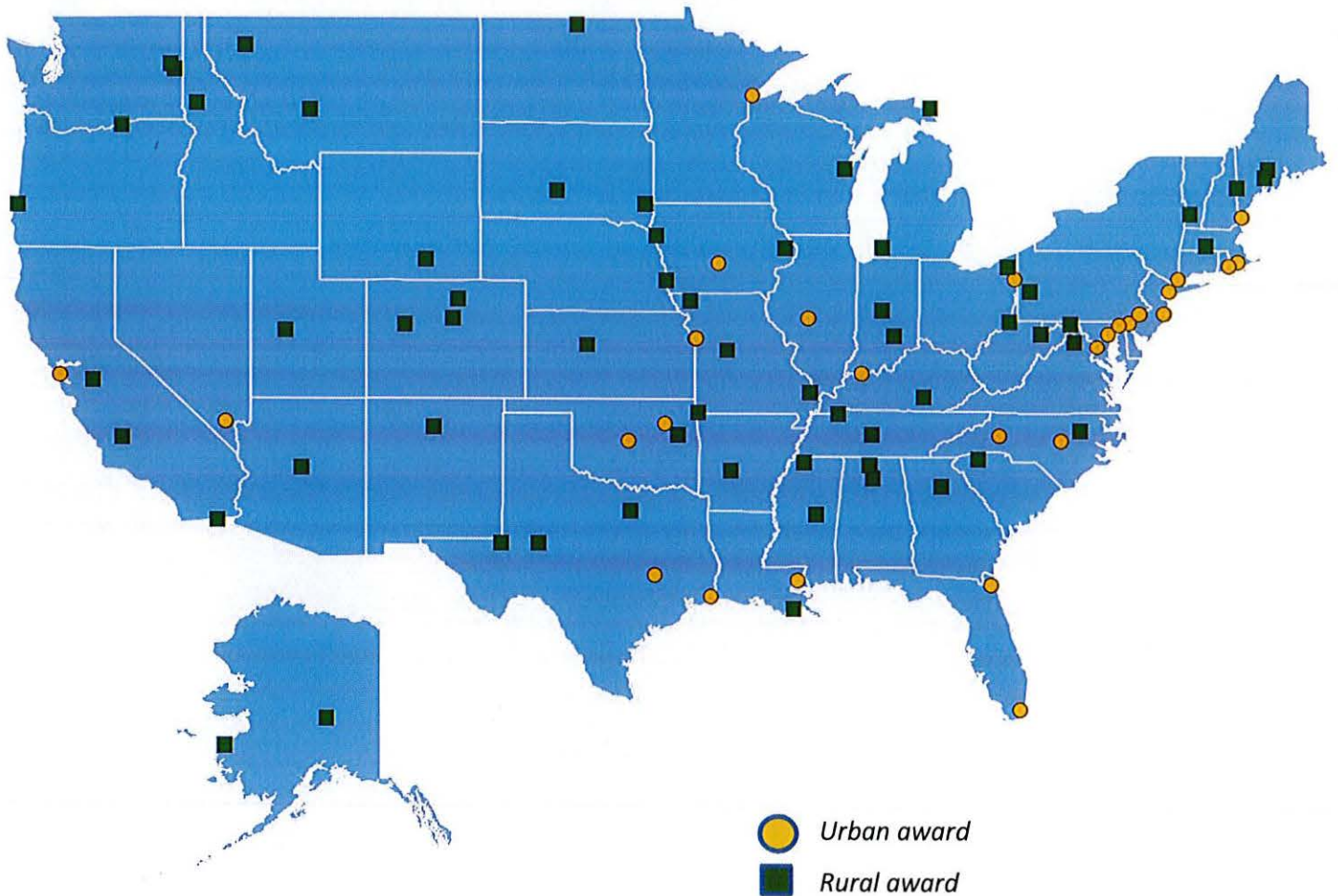
Another way is to increase the number of people who are in school. This is a very important goal.

- V. REPORT(S) AND PRESENTATIONS (No action required)
 - A. Status report by TxDOT on the Outer Loop Alignment Study.
 - B. Status report on the BUILD GRANT.
 - C. Status report on the Regional Mobility Authority (RMA).

BUILD Grants

Better Utilizing Investments to Leverage Development
Transportation Discretionary Grants Program

2018 AWARDS



U.S. Department
of Transportation

BUILD 2018 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Project SMAART Phase II</u>	Alabama	\$14,222,671	Rural
<u>State Highway 157 Widening Project</u>	Alabama	\$14,000,000	Rural
<u>Lower Yukon River Regional Port and Road Renovation Project</u>	Alaska	\$23,168,722	Rural
<u>Nenana Bridge Project</u>	Alaska	\$9,174,000	Rural
<u>Verde Connect - State Route 260 to Middle Verde Road</u>	Arizona	\$25,000,000	Rural
<u>Hot Springs Bypass Extension</u>	Arkansas	\$20,000,000	Rural
<u>I-49 Missouri-Arkansas Connector</u>	Arkansas	\$25,000,000	Rural
<u>Better Market Street Phase I</u>	California	\$15,000,000	Urban
<u>Calexico East Port of Entry Bridge Expansion</u>	California	\$20,000,000	Rural
<u>North County Corridor Project</u>	California	\$20,000,000	Rural
<u>State Route 46 Widening Segment 4B</u>	California	\$17,500,000	Rural
<u>Colorado's V2X Technology Safety and Mobility Improvement Project</u>	Colorado	\$20,000,000	Rural
<u>North Interstate 25 Phase 2</u>	Colorado	\$20,000,000	Rural
<u>South Midland Avenue Reconstruction & Rural Broadband Project</u>	Colorado	\$7,007,562	Rural
<u>Stamford Transportation Center Escalator and Elevator Improvement</u>	Connecticut	\$9,160,000	Urban
<u>Delaware Memorial Bridges Ship Collision Protection System</u>	Delaware	\$22,249,850	Urban
<u>Metrorail Station Platform Reconstruction Project</u>	District of Columbia	\$20,000,000	Urban
<u>South Dade Transitway Park-and-Ride Improvements</u>	Florida	\$9,500,000	Urban
<u>SR 316/US 29 at SR 11 Grade Separation Project</u>	Georgia	\$24,821,050	Rural
<u>Urban Core Riverfront Revitalization & Bay Street Innovation Corridor</u>	Florida	\$25,000,000	Urban
<u>Cherrylane Bridge</u>	Idaho	\$15,704,700	Rural
<u>Springfield Rail Improvements - Usable Segment IV</u>	Illinois	\$22,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>North Central Indiana Expansion Project - I-65 Added Travel Lanes</u>	Indiana	\$20,000,000	Rural
<u>South Central Indiana Expansion Project - I-65</u>	Indiana	\$20,000,000	Rural
<u>Des Moines Transload Facility</u>	Iowa	\$11,200,000	Urban
<u>Iowa 64 (Platt Street Corridor) Maquoketa Transformation Project</u>	Iowa	\$3,818,957	Rural
<u>Siouxland Regional Transit Operations and Bus Storage Facility</u>	Iowa	\$7,000,000	Rural
<u>Interstate 70 and Turner Diagonal Interchange Improvements</u>	Kansas	\$13,843,600	Urban
<u>Vine Street Corridor Project</u>	Kansas	\$6,057,827	Rural
<u>KY 331/Industrial Drive and Rinaldo Road Widening and Reconstruction Project</u>	Kentucky	\$11,520,000	Urban
<u>Pulaski County Interchange Improvement to KY 461</u>	Kentucky	\$25,000,000	Rural
<u>US 641 Widening</u>	Kentucky	\$23,000,000	Rural
<u>Interstate 12 Widening & Rehabilitation Project</u>	Louisiana	\$25,000,000	Urban
<u>Port Fourchon to Airport Connector: Bridging a Gap to Critical Rural Infrastructure</u>	Louisiana	\$16,422,000	Rural
<u>Maine Western Gateways Project</u>	Maine	\$11,027,500	Rural
<u>Traffic Safety and Mobility Improvements - Phase 1</u>	Maine	\$8,241,100	Rural
<u>Waterville Downtown Transit Corridor, Gateways, and Revitalization</u>	Maine	\$7,371,200	Rural
<u>I-95 at Belvidere Road Interchange</u>	Maryland	\$20,000,000	Urban
<u>Seagirt Marine Terminal Berth 3 Modernization P3 Project</u>	Maryland	\$6,554,575	Urban
<u>Closing the Gap in New England: Western Massachusetts Freight Rail Upgrade</u>	Massachusetts	\$10,800,000	Rural
<u>North Terminal Extension Project</u>	Massachusetts	\$15,406,403	Urban
<u>Carbide Dock Port Rehabilitation and Truck Route Reconstruction</u>	Michigan	\$20,700,000	Rural
<u>US-31 Relocation from Napier Road to I-94</u>	Michigan	\$20,000,000	Rural
<u>Twin Ports Interchange Reconstruction</u>	Minnesota	\$20,000,000	Urban
<u>Holly Springs Road - Road Construction and Bridge Replacement</u>	Mississippi	\$13,000,000	Rural
<u>SR 19 Road and Bridge Improvements</u>	Mississippi	\$25,000,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
<u>New Buck O'Neil (US 169) Crossing</u>	Missouri	\$25,000,000	Urban
<u>Rail Spur - Sedalia Rail Industrial Park - Existing and New Industrials with Intermodal Capacity</u>	Missouri	\$10,098,105	Rural
<u>SEMO Port Loop Track Terminal Project</u>	Missouri	\$19,800,000	Rural
<u>South Main Corridor Improvement Project</u>	Missouri	\$10,488,088	Rural
<u>Kalispell Bypass: Foys Lake Section</u>	Montana	\$12,750,000	Rural
<u>Missouri River Crossing - Toston Structures</u>	Montana	\$10,000,000	Rural
<u>US 75 Highway Mobility Improvement Project</u>	Nebraska	\$20,000,000	Rural
<u>Las Vegas Medical District Automated Circulator and Connected Pedestrian Safety Project</u>	Nevada	\$5,319,838	Urban
<u>Market Street Marine Terminal Main Wharf Rehabilitation</u>	New Hampshire	\$7,504,854	Urban
<u>Downtown Toms River Loop Road Project</u>	New Jersey	\$5,660,000	Urban
<u>North Central Regional Transit District Maintenance Facility, Vehicle Wash Bay, and Fueling Station</u>	New Mexico	\$1,291,910	Rural
<u>Brooklyn Bridge Approach Arches and Towers Rehabilitation</u>	New York	\$25,000,000	Urban
<u>GREATTER-NC Rural Bridge Improvement Project</u>	North Carolina	\$23,000,000	Rural
<u>Hickory Reconnected Through Transportation Infrastructure Investment</u>	North Carolina	\$17,092,608	Urban
<u>Raleigh Union Station Phase II: RUS Bus</u>	North Carolina	\$20,000,000	Urban
<u>Jack Rabbit Road Reconstruction Project - Phase II</u>	North Dakota	\$15,000,000	Rural
<u>Appalachian NGL Hub Rail Transloading Facility</u>	Ohio	\$20,000,000	Rural
<u>Geauga County Road Safety Improvements</u>	Ohio	\$9,651,000	Rural
<u>Youngstown SMART² Network</u>	Ohio	\$10,853,192	Rural
<u>LINK Tulsa (Leveraging Intelligent Networks & Key-Corridors) Project</u>	Oklahoma	\$6,500,000	Urban
<u>Oklahoma City Northwest Expressway Multimodal BRT</u>	Oklahoma	\$14,375,250	Urban
<u>Port of Muskogee Rail Access</u>	Oklahoma	\$5,789,210	Urban
<u>Columbia River Barge Terminal Rail Access</u>	Oregon	\$19,414,875	Rural
<u>Coos Bay Rail Line Bridge Rehabilitation Project</u>	Oregon	\$20,000,000	Rural
<u>30th Street Station Transformation</u>	Pennsylvania	\$15,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Gateway 228 Capacity and Safety Improvements Project</u>	Pennsylvania	\$20,000,000	Rural
<u>Simple, Smarter Roads for the Newport Innovation Corridor</u>	Rhode Island	\$20,000,000	Urban
<u>Upstate Express Corridor Capacity Expansion Project</u>	South Carolina	\$25,000,000	Rural
<u>Gateway Boulevard (CR 106) Improvement Project - Phase 2</u>	South Dakota	\$8,702,731	Rural
<u>US 83 Reconstruction Project</u>	South Dakota	\$20,000,000	Rural
<u>I-65 Interchange at Buckner Road</u>	Tennessee	\$25,000,000	Rural
<u>Alliance Texas/Haslet Accessibility Improvement Project</u>	Texas	\$20,000,000	Rural
<u>Berth 6 Expansion: Multimodal On-Dock Rail Project</u>	Texas	\$20,000,000	Urban
<u>BUILDing Brazos Transit District: Bus Replacement Project</u>	Texas	\$14,050,000	Urban
<u>Glasscock County and Reagan County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Winkler County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Brush Wellman Road</u>	Utah	\$7,994,000	Rural
<u>Vermont Regional Freight Rail Corridor Upgrade Project</u>	Vermont	\$20,000,000	Rural
<u>Virginia Inland Port Terminal Optimization and Grade Separation</u>	Virginia	\$15,500,197	Rural
<u>Geiger Boulevard Infrastructure Improvements Project</u>	Washington	\$14,300,000	Rural
<u>Washington State Rural Rail Rehabilitation</u>	Washington	\$5,666,982	Rural
<u>Corridor H - Kerens to Parsons - Segment 5</u>	West Virginia	\$20,000,000	Rural
<u>US 522 Berkeley Springs Bypass</u>	West Virginia	\$20,000,000	Rural
<u>State Trunk Highway 29 - County Highway VV Multimodal Interchange Project</u>	Wisconsin	\$19,757,899	Rural
<u>I-80 Winter Freight Improvement Project</u>	Wyoming	\$20,000,000	Rural

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Project SMART Phase II

APPLICANT/SPONSOR: City of Decatur

Rural

BUILD GRANT AWARD: \$14,222,671

TOTAL PROJECT COST: \$18,313,041

PROJECT LOCATION: Limestone County, Alabama

PROJECT DESCRIPTION:

The project will construct an overpass bridge at the intersection of State Route 20 and Bibb Garrett Road. The project includes ramps from SR-20, the addition of a roundabout at the ramp termini, a new access road along SR-20 from the bridge, improved roadway lighting, and accommodations for safe pedestrian access.



PROJECT HIGHLIGHTS AND BENEFITS:

The new roadway will increase safety by eliminating five median crossovers, improving signage and lighting, ensuring that acceleration and deceleration lanes are of adequate length, and improving weaving areas. The project will aid in the movement of goods and provide increased transportation options for employees, including to a new automobile manufacturing plant that is scheduled to open in 2021 four miles from the project location.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: State Highway 157 Widening Project

APPLICANT/SPONSOR: City of Cullman

Rural

BUILD GRANT AWARD: \$14,000,000

TOTAL PROJECT COST: \$28,261,880

PROJECT LOCATION: Cullman, Alabama

PROJECT DESCRIPTION:

The project will widen from two lanes to four lanes an approximately 3.5-mile section of State Highway 157 between US-31 and State Highway 69. The project will also construct a mixed-use walking and biking trail along a portion of the project between Eva Road and Childhaven Road. Concurrent with the highway widening, the project sponsor will improve the co-located broadband fiber infrastructure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve travel times and relieve congestion along this stretch of roadway, which is used to transport live animals from the Cullman Stockyard and ship other agricultural products across the state. The project will install fiber optic cable to supply the businesses and hospital along the highway with faster and more reliable broadband internet. Currently, this section of roadway is the sole section of the route that remains two lanes. Making the entire route four lanes will eliminate a traffic merge, reducing the likelihood of crashes and improving safety.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Lower Yukon River Regional Port and Road Renovation Project

APPLICANT/SPONSOR: City of Emmonak

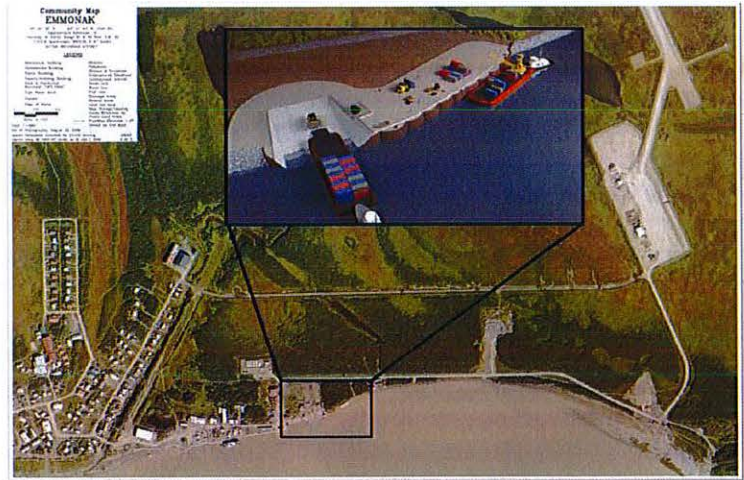
BUILD GRANT AWARD: \$23,168,722

TOTAL PROJECT COST: \$27,168,722

PROJECT LOCATION: Emmonak, Alaska

PROJECT DESCRIPTION:

The project will repair and upgrade approximately 3.5 miles of high-use service roads as well as construct a permanent barge/landing craft ramp and dock/wharf with up to two berths capable of handling 500-ton barges.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will increase safety by allowing for barge side tie-up and crane offloading of smaller cargo, while the ramp will allow access for safer offloading of heavy equipment and large-volume shipments. Additionally, the road renovation will reduce the impacts of airborne dust that can cause upper respiratory illnesses. The project will provide a stable port and dock facility that minimizes the exposure of the existing riverbank to further erosion. Additionally, the road renovation will minimize the need for short-lived maintenance of the current silty-sand surface. The improved barge landing facilities will be attractive to marine shipping companies and encourage continued economic growth in the region.



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BUILD Grants

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PROJECT NAME: Nenana Bridge Project

APPLICANT/SPONSOR: Nenana Native Association

Rural

BUILD GRANT AWARD: \$9,174,000

TOTAL PROJECT COST: \$9,174,000

PROJECT LOCATION: Nenana, Alaska

PROJECT DESCRIPTION:

This project will construct two permanent fixed bridges across the Nenana River and the Nenana Slough. The project will complete a larger project to provide year-round connection between 10th Avenue and Totchaket Road.



PROJECT HIGHLIGHTS AND BENEFITS:

Currently, the Nenana-Totchaket Area (NTA) between the Nenana and Kantishna Rivers is only accessible by boat in the summer and ice-bridge in the winter. Members of the Nenana Native Council and residents lack access to the NTA during the spring and fall during ice bridge thaw and creation. The project would construct a fixed-bridge to cross the river, creating a permanent option for travel in hazardous conditions and reducing drowning threats. The project improves economic competitiveness and quality of life by providing year-round access to approximately 650,000 acres of developable energy resources and reducing both travel time and cost of transporting people and goods across the waterways, both of which are important for a rural, tribal community



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Rural

PROJECT NAME: Verde Connect - State Route 260 to Middle Verde Road

APPLICANT/SPONSOR: Yavapai County

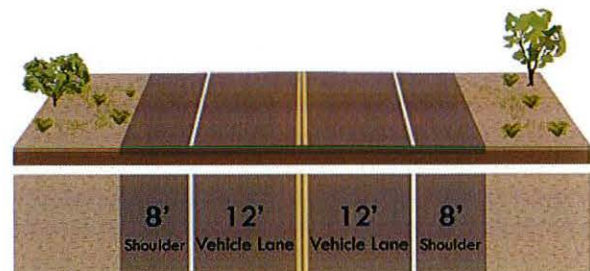
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$29,300,000

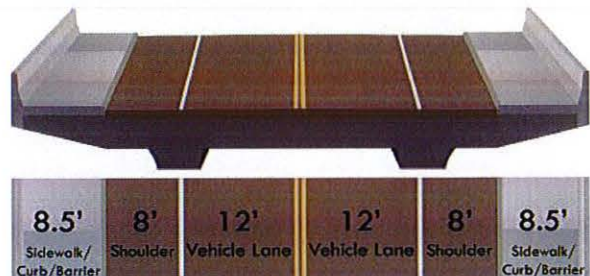
PROJECT LOCATION: Yavapai County, Arizona

PROJECT DESCRIPTION:

The project will construct an approximately 1.7-mile, two-lane roadway and bridge across the Verde River to connect the northern portion of the Yavapai-Apache Nation and the Town of Camp Verde to the regionally-significant State Route 260 corridor. The roadway will provide wide paved shoulders to accommodate bicycle traffic. In addition to construction, BUILD funds will be used for right-of-way acquisition, utilities, and intersection improvements.



Verde Connect Phase I roadway cross-section



Verde Connect Phase I Verde River bridge cross-section

PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide roadway improvements that reduce emergency service response times and will also serve as a vital link during wildfire season for the transport of emergency equipment and as an evacuation route. Verde Connect will provide a direct connection from an economically disadvantaged area to employment opportunities, as well as increase the possibility for environmentally responsible tourism along the Verde River. The project will also connect the divided community of the Yavapai-Apache Nation, a federally recognized sovereign Native American nation, that is bisected by the Verde River. The project will provide a connection across the river, improving access to jobs, shopping, medical and other essential services, and education. Further, the design phase of the project will investigate the feasibility of concurrently incorporating fiber optic and utility infrastructure along the corridor, which would provide broadband access to the community.



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BUILD Grants

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PROJECT NAME: Hot Springs Bypass Extension

APPLICANT/SPONSOR: Arkansas Department of Transportation

Rural

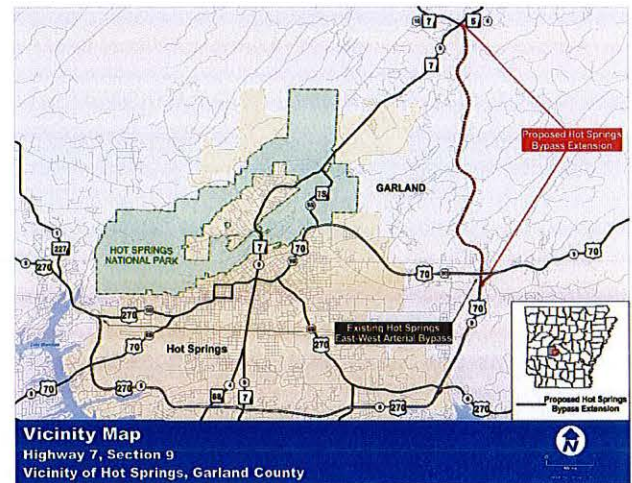
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$60,000,000

PROJECT LOCATION: Hot Springs, Arkansas

PROJECT DESCRIPTION:

The project will construct an extension of the Hot Springs East-West Arterial Bypass from the interchange of U.S. Highway 70 to the intersection of Highways 5 and 7. The bypass will consist of two 12-foot travel lanes and 8-foot shoulders.



PROJECT HIGHLIGHTS AND BENEFITS:

The bypass will provide access for rural residents to employment, shopping, and recreation in the City of Hot Springs, and decrease travel times for commuters and commercial trucks. The bypass will be a fully controlled access facility, which limits the opportunities for conflicts between entering and exiting vehicles and vehicles on the road. By creating a route of travel outside the historic downtown, the bypass will also decrease pedestrian interaction with vehicles in the downtown area, and reduce traffic on the highway that runs through downtown.



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BUILD Grants

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Rural

PROJECT NAME: I-49 Missouri-Arkansas Connector

APPLICANT/SPONSOR: Northwest Arkansas Regional Planning Commission

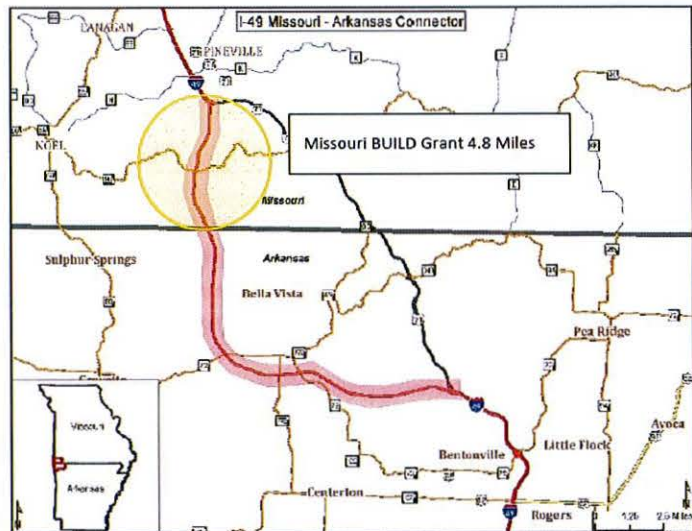
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$134,516,665

PROJECT LOCATION: Benton County, Arkansas & McDonald County, Missouri

PROJECT DESCRIPTION:

The project will complete an approximately 4.8-mile, four-lane interstate facility in southwest Missouri that will bypass US-71 and connect to Interstate 49 in Arkansas.



PROJECT HIGHLIGHTS AND BENEFITS:

Construction of the Connector will allow for a separation of local road users from long-distance travelers, which will reduce congestion and decrease the likelihood of crashes. The project will decrease travel times and improve the reliability of US-71. The project will provide economic benefits by creating a direct link between the freight markets of Arkansas and Missouri and improving access for employees to reach places of work.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Better Market Street Phase I

APPLICANT/SPONSOR: City & County of San Francisco

Urban

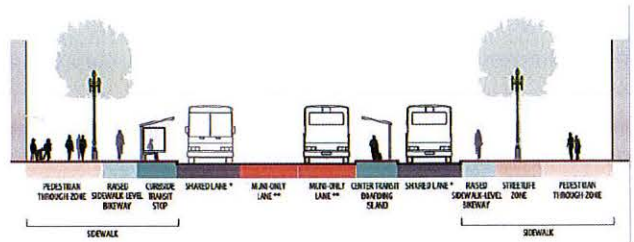
BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$80,719,000

PROJECT LOCATION: San Francisco, California

PROJECT DESCRIPTION:

The project will construct roadway improvements on Market Street between 6th and 8th Streets in downtown San Francisco. Improvements include roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J Brenham Streets. The BUILD project is part of a broader reconstruction of 2.2 miles of Market Street that will include non-BUILD funded improvements such as new water and sewer lines, broadband conduit installation, ADA-accessible curb ramps and streetcar access ramps, and landscaping and streetscape improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will enhance safety and accessibility of the downtown area to both motorized and non-motorized users with ADA-compliant updates to the streetscape. These upgrades will also increase the likelihood that more users will choose to get around by foot or bicycle, which will have an impact on health and quality of life. The project uses innovative design solutions to reconfigure the roadway and improve visibility of traffic and bicycle signals. In addition, as part of this project, new conduit will be installed throughout to support broadband internet deployment.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Calexico East Port of Entry Bridge Expansion

APPLICANT/SPONSOR: Imperial County Transportation Commission

Rural

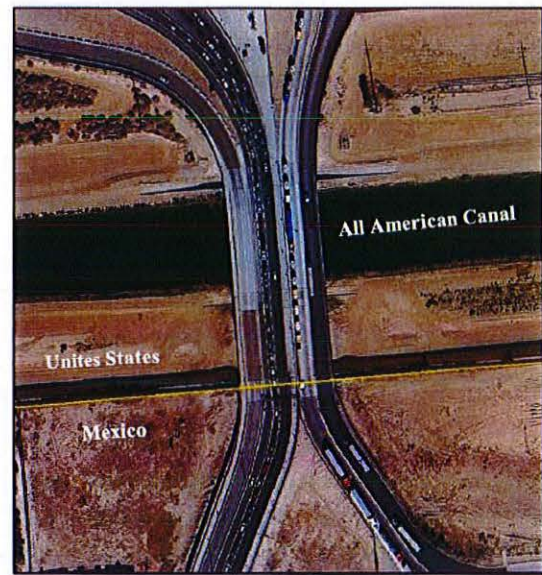
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$29,844,000

PROJECT LOCATION: Calexico, California

PROJECT DESCRIPTION:

The project will widen the Calexico East Port of Entry bridge along the US-Mexico border to accommodate two additional northbound commercial truck lanes and two additional northbound passenger vehicle lanes. The project also includes improvements to the bicycle and pedestrian facilities at the border crossing.



PROJECT HIGHLIGHTS AND BENEFITS:

The additional vehicle lanes will improve the flow of traffic and goods crossing the border and reduce wait times and congestion on the bridge. The bridge will be designed to be resilient to earthquakes, allowing it to remain open and operational after a seismic event. The project will also add intelligent transportation systems for border management and transportation data analysis and enhance border security through the addition of barriers, cameras, and a security fence. The project is currently in a non-attainment area for ozone and particulate matter, and the addition of travel lanes will reduce emissions and fuel consumption by minimizing vehicle idling.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: North County Corridor Project

APPLICANT/SPONSOR: Stanislaus County

Rural

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$86,000,000

PROJECT LOCATION: Stanislaus County,
California

PROJECT DESCRIPTION:

The project will construct a 3-mile segment of the State Route 108 North County Corridor. The segment will be a six lane, controlled access expressway that will move SR-108 to the south of the town of Riverbank as the first phase of an 18-mile expressway that will bypass the communities of Modesto, Riverbank, and Oakdale.



PROJECT HIGHLIGHTS AND BENEFITS:

The new expressway will be grade-separated, which will remove current collision points at unsignalized intersections and at-grade rail crossings on SR-108. The project will improve access for nearby ranchers and farmers and remove the mobility barrier the road has become through increased congestion. The new facility is designed to have a 40-year lifespan and will be constructed to accommodate the heavy truck traffic that serves this agricultural region.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: State Route 46 Widening Segment 4B

APPLICANT/SPONSOR: Kern Council of Governments

Rural

BUILD GRANT AWARD: \$17,500,000

TOTAL PROJECT COST: \$35,000,000

PROJECT LOCATION: Kern County, California

PROJECT DESCRIPTION:

The project will widen an approximately 5.3-mile segment of Route 46 from two to four lanes in each direction. The project also includes the addition of an 18-meter median, upgrading seven intersections, bringing the road into compliance with the Americans with Disabilities Act (ADA), adding approximately one mile of bicycle lanes and sidewalks, and building one new bridge.



PROJECT HIGHLIGHTS AND BENEFITS:

Widening the road will provide an improved connection between major agriculture processing facilities and energy production facilities to the national freight network, which will result in a financial benefit for local companies and stimulate the local economy. The project will improve quality of life by providing benefits for residents with better access to employment and recreational facilities, and improved pedestrian, bicycle, and ADA amenities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Colorado's V2X Technology Safety and Mobility Improvement Project

APPLICANT/SPONSOR: Colorado Department of Transportation

BUILD GRANT AWARD: \$20,000,000

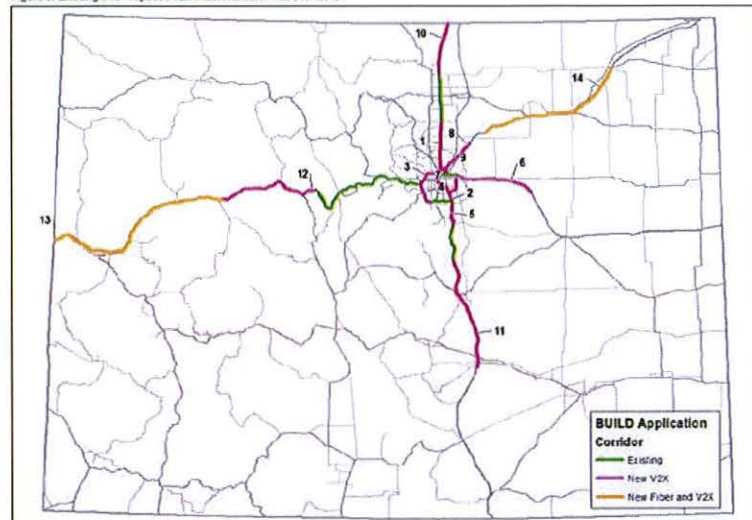
TOTAL PROJECT COST: \$67,000,000

PROJECT LOCATION: Colorado

PROJECT DESCRIPTION:

This project will create a commercial-scale connected vehicle environment using vehicle-to-everything (V2X) technology. The approximately 537-mile network will provide real-time communication with connected vehicles and install over 200 miles of new fiber optic lines to rural communities. This network will send safety and mobility-critical messages directly to drivers through infrastructure-to-vehicle (I2V) communication as well as notify CDOT of crashes or hazards on the road through vehicle-to-infrastructure (V2I) communication.

Figure 3: Existing and Proposed V2X/Fiber Network - All Corridors



PROJECT HIGHLIGHTS AND BENEFITS:

The project will be the first of its kind to be deployed on a state level, and the country's first commercial-scale connected vehicle environment using V2X technology. Providing broadband access to rural communities will lead to greater opportunities for economic development, including job creation and investment attraction. The project will generate safety benefits in the form of reduction in the occurrence of roadway accidents, injuries, and fatalities. Vehicle-to-infrastructure communication also allows CDOT to be immediately notified of crashes or hazards on the road to expedite emergency services and hasten the clearance of a crash scene.



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Rural

PROJECT NAME: North Interstate 25 Phase 2

APPLICANT/SPONSOR: North Front Range Transportation & Air Quality Council

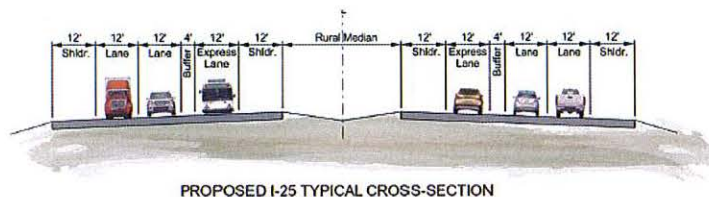
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$250,000,000

PROJECT LOCATION: Fort Collins, Windsor, and Loveland, Colorado

PROJECT DESCRIPTION:

The project will make several roadway improvements to Interstate 25, including reconstructing and expanding three interchanges, reconstructing and widening 12 bridges, adding a third lane to serve as an express lane between SH56 and SH402, straightening a reverse curve in the roadway north and through the SH56 interchange, and widening roadway shoulders to bring the project segment up to corridor standards.



PROPOSED I-25 TYPICAL CROSS-SECTION

PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the flow of traffic and reduce the likelihood of rear-end collisions from drivers who encounter stopped and inconsistent roadway conditions. The project will also make improvements to sight distance, pavement condition, and drainage, and add a driver information system. The project will upgrade 12 bridges, all of which are at or beyond their useful life, and seven which currently feature inadequate vertical clearances. The project will provide improved connections to the high employment areas of Denver, Fort Collins, and Pueblo. The project implements innovative technologies such as electronic tolling systems, pan-tilt-zoom cameras to allow corridor operators to view traffic conditions in real time, and microwave side-fire radars to assess spot volumes, occupancy, and speed.



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Rural

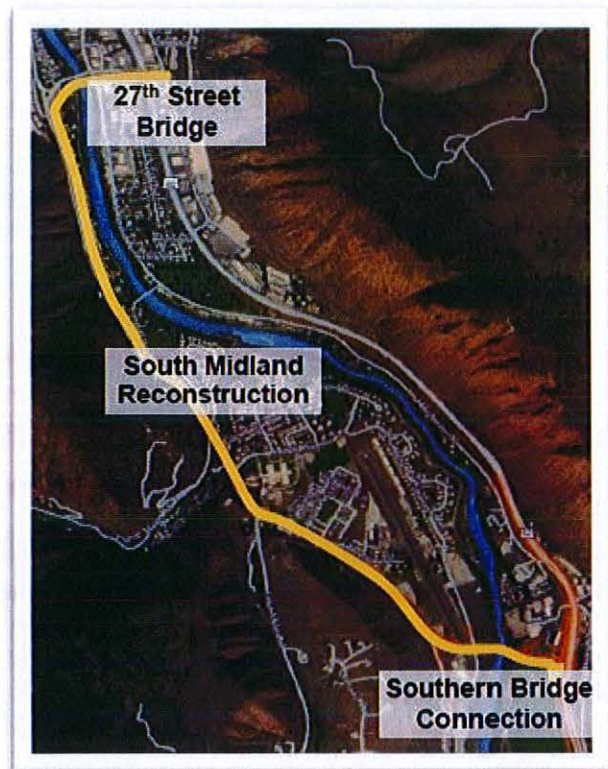
PROJECT NAME: South Midland Avenue Reconstruction & Rural Broadband Project
APPLICANT/SPONSOR: City of Glenwood Springs
BUILD GRANT AWARD: \$7,007,562
TOTAL PROJECT COST: \$9,599,400
PROJECT LOCATION: Glenwood Springs, Colorado

PROJECT DESCRIPTION:

This project will reconstruct South Midland Avenue. Improvements include the expansion of driving lanes, the addition of curbs and gutters, improvements to three intersections and the consolidation of driveway accesses. Additionally, this project will construct a single-lane roundabout at 4-Mile Road, a 6-foot-wide detached sidewalk, install rockfall mitigation technologies, make drainage improvements, install broadband infrastructure and relocate existing overhead utilities.

PROJECT HIGHLIGHTS AND BENEFITS:

This project will improve the community's access to the downtown area as well as to the regional transportation network. This project improves safety by reducing vehicle crashes through enhanced pedestrian facilities, repairing dangerous road damage, and preventing rockfall events. The proposed pedestrian and bicycle facilities will encourage non-vehicular travel to area businesses. The project aligns with the City's "dig once" policy that requires broadband infrastructure to be installed with construction projects and it will expand its innovative fiber-optic network with a wireless overlay.



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Urban

PROJECT NAME: Stamford Transportation Center Escalator and Elevator Improvement

APPLICANT/SPONSOR: Connecticut Department of Transportation

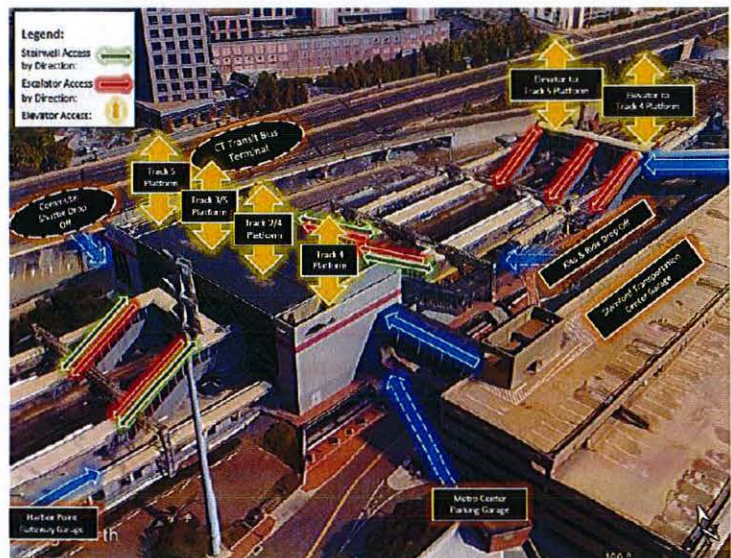
BUILD GRANT AWARD: \$9,160,000

TOTAL PROJECT COST: \$22,900,000

PROJECT LOCATION: Stamford, Connecticut

PROJECT DESCRIPTION:

The project will upgrade approximately five elevators and 17 escalators to enhance the Stamford Transportation Center's internal circulation system.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will bring the elevators and escalators at the station up to code and install safety features such as controlled stop braking, step demarcation lighting, safety signage, and other improvements. The project will bring the current antiquated system into a state of good repair and reduce the frequency of elevator and escalator service outages, providing more reliable service to the nearly 9 million Metro-North and Amtrak passengers who use the Stamford Transportation Center annually.



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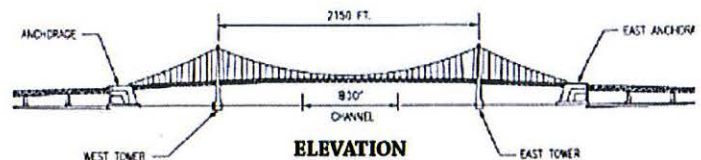
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Delaware Memorial Bridges Ship Collision Protection System
APPLICANT/SPONSOR: Delaware River and Bay Authority
BUILD GRANT AWARD: \$22,249,850
TOTAL PROJECT COST: \$44,499,700
PROJECT LOCATION: New Castle, Delaware

PROJECT DESCRIPTION:

The project will install eight 80-ft diameter sheet pile cells at the bases of the Delaware Memorial Bridges, which connect the states of Delaware and New Jersey, to better protect the structural integrity of the bridges in the event of a ship collision.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety for the nearly three million annual commuters and two million freight trucks that move goods across the bridges by protecting the bridges against larger post-Panamax and mega-ships that are rapidly gaining market share. The Delaware River channel lies in the multiple deep ports constituting the Ports of Philadelphia, South Jersey, and Wilmington, which is the largest fresh water port complex in the world. The sheet pile cells will enhance the strength and stability of the bridges, reducing the likelihood of a bridge collapse in the event of a ship collision. The project will bring the bridges into compliance with current design standards, maximizing their useful life. The project will ensure that this important economic and regional connection is maintained for commercial and residential interests. Because this project would be the first of its kind with this type of technology in the Delaware River shipping channel, and one of few such projects in the nation, it offers innovation benefits. The bridge is operated as a bi-State collaboration with Delaware and New Jersey and involves multijurisdictional partnership.



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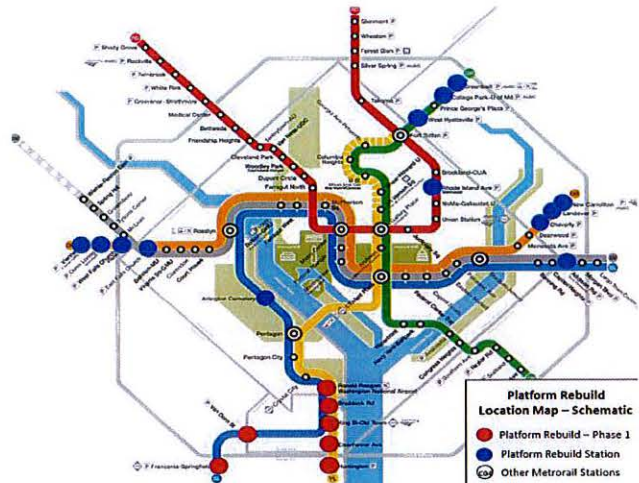
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Metrorail Station Platform Reconstruction Project
APPLICANT/SPONSOR: Washington Metropolitan Area Transit Authority
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$185,596,150
PROJECT LOCATION: Washington, District of Columbia and Northern Virginia

PROJECT DESCRIPTION:

The project will reconstruct platforms and other station elements at seven outdoor Metrorail stations. The scope of the project includes demolishing and rebuilding passenger platforms, correcting height variances to align with railcar floors, and improving and enhancing transit facilities. The project is the first phase of a larger effort to make similar improvements at twenty outdoor Metrorail stations.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will address current and projected vulnerabilities of the existing station platforms, including replacing deteriorated concrete structures and pedestrian surfaces. The project will reduce the likelihood of injuries due to unlevel platforms, especially for seniors and people with disabilities, and stabilize the degrading platforms to provide safe and continued operations. The project will increase personal mobility and access to over two million jobs, education, and other critical services for residents and visitors. The project displays innovation through a planning and delivery schedule that will deploy construction activities around the clock, reducing the construction phase from a year and a half to only one month, thereby minimizing long-term service disruptions and impacts to commuters.



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Urban

PROJECT NAME: South Dade Transitway
Park-and-Ride Improvements

APPLICANT/SPONSOR: Miami-Dade County

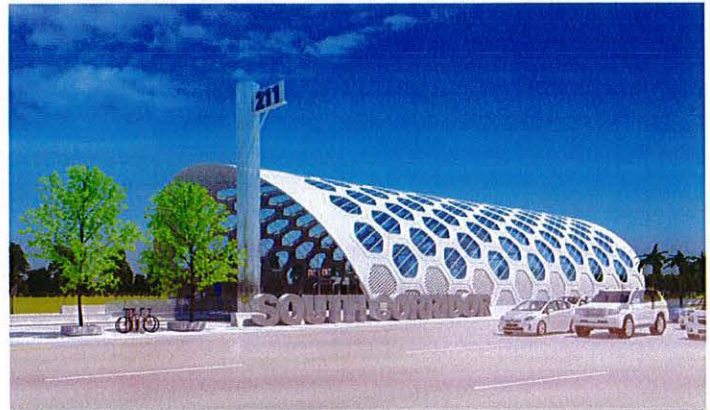
BUILD GRANT AWARD: \$9,500,000

TOTAL PROJECT COST: \$19,000,000

PROJECT LOCATION: Miami-Dade County,
Florida

PROJECT DESCRIPTION:

The project will expand and improve two existing park-and-ride facilities along the South Dade Transitway Corridor – a Bus Rapid Transit (BRT) line – at SW 152nd Street and SW 168th Street. The project includes additional sidewalks, improved pedestrian access, bicycle parking facilities, a kiss-and-ride, additional parking for individuals with disabilities, and electric vehicle parking with charging stations.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will impact safety by improving station lighting, increasing access for bicycles and bringing the station into compliance with the Americans with Disabilities Act, as well as providing a direct pedestrian connection between platforms at 152nd street. The project will improve the region's economic competitiveness through better access to jobs, and provide quality of life improvements such as increased access to health services and educational and training opportunities. The parking structures will be designed with contemporary intelligent transportation systems such as integrated secure bike access through transit fare media, multimedia information on available parking, and innovative wayfinding and parking space identification and management.



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Urban

PROJECT NAME: Urban Core Riverfront Revitalization & Bay Street Innovation Corridor

APPLICANT/SPONSOR: City of Jacksonville & Jacksonville Transportation Authority

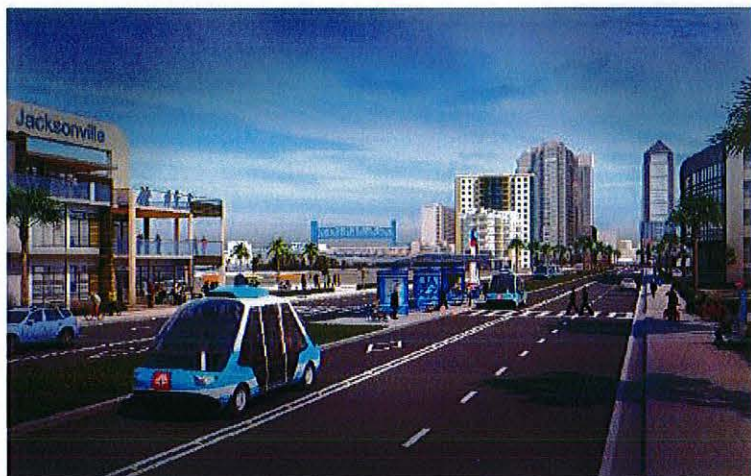
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$88,861,000

PROJECT LOCATION: Jacksonville, Florida

PROJECT DESCRIPTION:

The City of Jacksonville will demolish the Hart Bridge Expressway and construct a ramp from the Hart Bridge to Bay Street/Gator Bowl Boulevard. A Complete Street will be constructed with traffic calming measures and bicycle/pedestrian paths. The project also installs broadband conduits. The Jacksonville Transportation Authority will deploy approximately 15 autonomous vehicles, dynamic connected traffic signals, smart lighting, pedestrian sensors, smart parking, and flood warning sensors.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing Hart Bridge Expressway requires replacement and the existing street design is outdated. Removing the expressway will open the waterfront and 85 acres for new development. Traffic calming measures will reduce vehicle speeds and facilitate walking and biking. The project will reconnect a region of downtown that has been defunct since 1992. The project will also install 15 autonomous shuttles to create an autonomous transit network. The project's many innovative components include innovative project delivery using a P3, V2I communications systems to support dynamic and connected signals, green-wave signal communications and other technologies to enhance corridor operations, and autonomous transit vehicles. The innovation benefits are particularly focused on improving safety with features such as pedestrian sensors, flood warning systems, smart parking, and smart lighting.



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PROJECT NAME: SR 316/US 29 at SR 11
Grade Separation Project

APPLICANT/SPONSOR: Georgia Department of Transportation

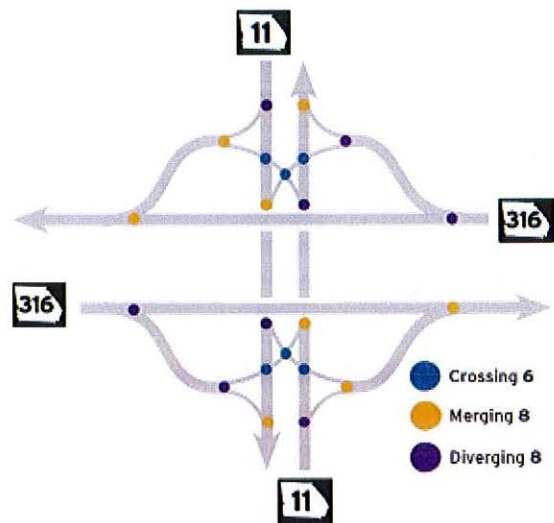
BUILD GRANT AWARD: \$24,821,050

TOTAL PROJECT COST: \$32,235,130

PROJECT LOCATION: Barrow County, Georgia

PROJECT DESCRIPTION:

The project will grade separate the existing intersection of SR 316/US 29 and SR 11, with SR 316 spanning over SR 11 on a new bridge structure, designed as a tight diamond interchange with full access and able to accommodate future widening on SR 316. The work on SR 11 will extend for approximately 0.4 miles. On SR 316, the work will span for approximately 1.1 miles.



Proposed Diamond Interchange

PROJECT HIGHLIGHTS AND BENEFITS:

In 2014 and 2016, the crash rate on SR 11 was more than double the statewide average for similar roadway types. By converting this at-grade crossing to one that is grade separated, the likelihood of crashes will be reduced. The project will preserve the state of good repair because its design accommodates future widening, reducing the cost and disruption of future growth. The project improves economic competitiveness because SR 316 provides a critical connection between the employment-rich cities of Atlanta and Athens and is also a designated freight corridor, serving the 15-county Georgia Innovation Crescent. The project will enhance access in a rural area that connects to regional employment hubs and population centers. The project is a partnership between the Georgia Department of Transportation, Atlanta Regional Commission, and the Madison Athens-Clarke Oconee Regional Transportation Study.



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BUILD Grants

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PROJECT NAME: Cherrylane Bridge

APPLICANT/SPONSOR: Nez Perce County

Rural

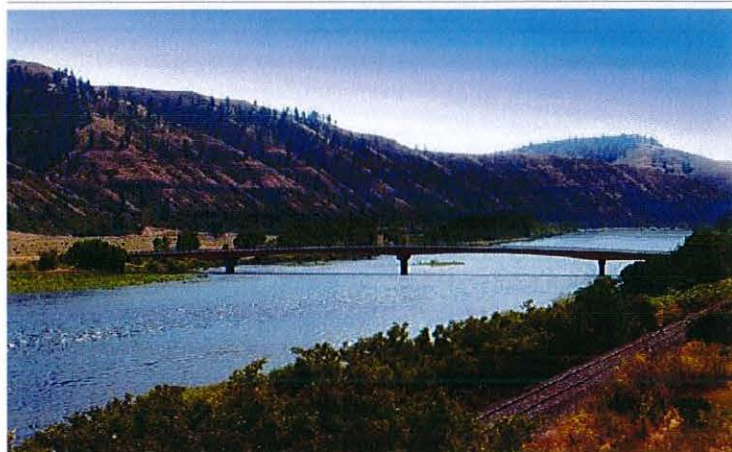
BUILD GRANT AWARD: \$15,704,700

TOTAL PROJECT COST: \$20,809,000

PROJECT LOCATION: Nez Perce County, Idaho

PROJECT DESCRIPTION:

The project will replace the existing one-lane, fracture-critical Cherrylane Bridge with an updated structure that meets current design standards as well as the needs of the community. The new two-lane bridge will have shoulder bikeways on each side for cyclists and pedestrians, add turn lanes, and relocate the bridge approach's intersection with US 12.



PROJECT HIGHLIGHTS AND BENEFITS:

The bridge crosses the Clearwater River and connects this rural area to US 12 and other towns to the north. The height and weight restrictions on the current bridge, which was constructed in 1919, prohibits large trucks – including emergency service vehicles – from crossing the bridge and accessing the community. Additionally, the one-lane design of the current structure creates capacity problems that result in the hazardous practice of ‘backing-up’ movements when two opposing vehicles are on the bridge simultaneously. The construction of a new two-lane bridge will increase the connectivity for the people of the Nez Perce Indian Reservation as well as enhance the efficiency and safety of the movement of goods and people to and from this economically distressed area.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Springfield Rail Improvements – Usable Segment IV

APPLICANT/SPONSOR: City of Springfield

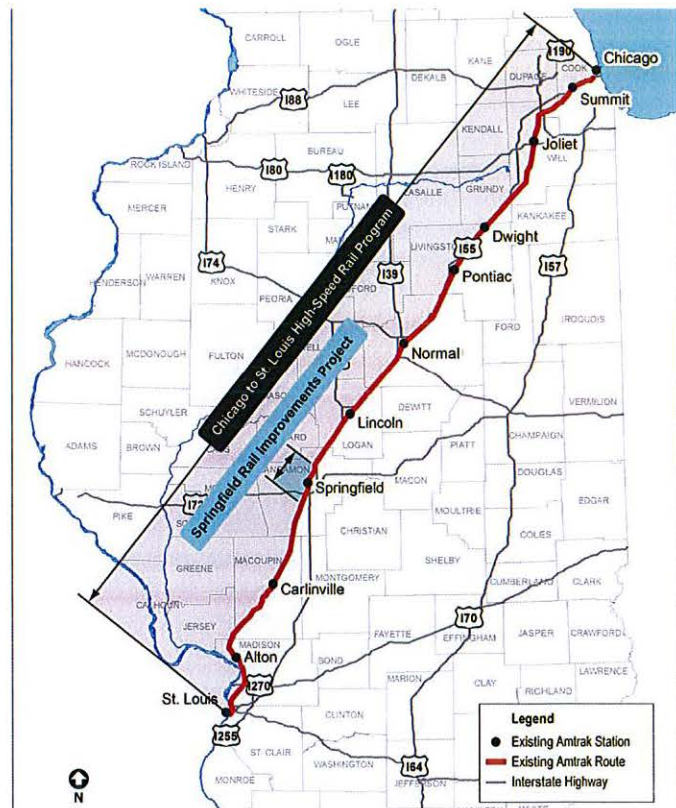
BUILD GRANT AWARD: \$22,000,000

TOTAL PROJECT COST: \$44,000,000

PROJECT LOCATION: Springfield, Illinois

PROJECT DESCRIPTION:

The project is part of a larger effort to relocate the existing Amtrak/Union Pacific railroad corridor to a new expanded corridor adjacent to the existing Norfolk Southern tracks. Usable Segment IV replaces the existing single track bridge with two new double track bridges over both 5th and 6th Streets to accommodate the expanded corridor. It also includes grading and track work from north of 6th Street to Stanford Avenue.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by adding fencing to minimize dangerous trespassing on the railroad tracks. The project also will resolve drainage issues. These improvements would reduce long-term maintenance costs for both the railroads and the City of Springfield.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: North Central Indiana Expansion Project – I-65 Added Travel Lanes

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$20,000,000

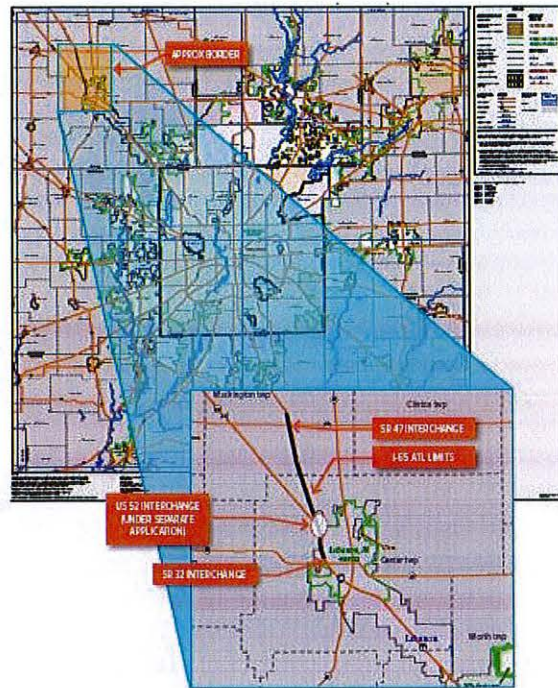
TOTAL PROJECT COST: \$60,000,000

PROJECT LOCATION: Lebanon, Indiana

Rural

PROJECT DESCRIPTION:

The project will increase the capacity of I-65 between SR 32 (Exit 140) and SR 47 (Exit 146) by reconstructing the existing lanes, adding an additional travel lane in each direction, and adding inside and outside road shoulders. The project will also widen six mainline bridges along this corridor and upgrade the pavement on the ramps at the SR 47 interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the connection between the commerce corridors of Louisville and Chicago, as well as provide a connection for rural residents to economically-vital areas in Central Indiana and the rest of the state. In April 2017, the Indiana legislature raised the state gas tax by \$.10 per gallon with revenue dedicated to road and bridge construction; this will raise new non-Federal revenue for transportation infrastructure investment.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: South Central Indiana Expansion Project – I-65

APPLICANT/SPONSOR: Indiana Department of Transportation

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$64,050,000

PROJECT LOCATION: Columbus, Indiana

PROJECT DESCRIPTION:

The project will increase the capacity of I-65 between SR 58 (Exit 64) and SR 46 (Exit 68) by reconstructing the existing lanes, adding an additional travel lane in each direction, and adding shoulders. The project will also replace the superstructures of the Carr Hill Road bridge and CR 200 South bridge over I-65.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve safety by reducing varying speed differentials due to congestion, and the additional lane will allow for cars to safely pass packs of trucks. The project will help accommodate the projected 33 percent growth in jobs by 2040 and provide access to the top employers in Bartholomew County, enhancing economic competitiveness. In April 2017, the Indiana legislature raised the state gas tax by \$.10 per gallon with revenue dedicated to road and bridge construction; this will raise new non-Federal revenue for transportation infrastructure investment.



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Urban

PROJECT NAME: Des Moines Transload Facility
APPLICANT/SPONSOR: Des Moines Area Metropolitan Planning Organization
BUILD GRANT AWARD: \$11,200,000
TOTAL PROJECT COST: \$15,600,000
PROJECT LOCATION: Des Moines, Iowa

PROJECT DESCRIPTION:

The project will develop a facility that allows for the direct movement of goods via railcar in order to provide a shipping alternative to businesses within a 150-mile radius of Des Moines. The facility will be located adjacent to the East Martin Luther King Jr. Parkway and in close proximity to Interstate 235, providing connectivity to the Interstate system.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will reduce the number of heavy trucks on the road, in turn reducing the likelihood of crashes that cause loss of life and property. Furthermore, taking heavy trucks off the road will decrease wear and tear to the roadway, resulting reduced congestion and noise pollution. The project will provide economic benefits through more efficient access to national and international markets, as well as lower shipping costs. Shifting from truck transport to rail will also reduce emissions and fuel consumption.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Iowa 64 (Platt Street Corridor)
Maquoketa Transformation Project

APPLICANT/SPONSOR: City of Maquoketa

BUILD GRANT AWARD: \$3,818,957

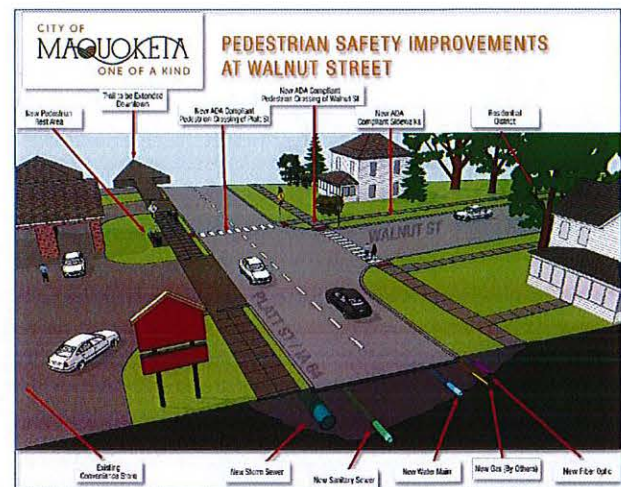
TOTAL PROJECT COST: \$9,525,958

PROJECT LOCATION: Maquoketa, Iowa

Rural

PROJECT DESCRIPTION:

The project will make several roadway improvements including new and resurfaced street pavement; replacement curbs, gutters, pedestrian curb ramps, and sidewalks for compliance with the Americans with Disabilities Act (ADA); repair and replacement of the storm sewer, sanitary sewer, and water main; installation of a new broadband fiber-optic network; and traffic signal upgrades.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will bring and maintain this transportation system into a state of good repair. Improvements will better allow the Platt Street Corridor to serve a mix of transportation uses – pedestrian, bicycle, and personal vehicle – providing access to all by bringing the corridor into ADA compliance, which will enhance quality of life. The project will improve safety by removing several points of conflict, reducing curb radii, decreasing crosswalk size, and improving conditions for pedestrians and bicyclists. The project will improve environmental protection by upgrading the sewer system and increasing storm water capacity to avoid direct runoff of untreated sewage into the river. The project also includes innovation by adding complete streets, signal synchronization, and installing broadband throughout the corridor.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Siouxland Regional Transit Operations and Bus Storage Facility

APPLICANT/SPONSOR: Siouxland Regional Transit System

BUILD GRANT AWARD: \$7,000,000

TOTAL PROJECT COST: \$7,000,000

PROJECT LOCATION: Sioux City, Iowa

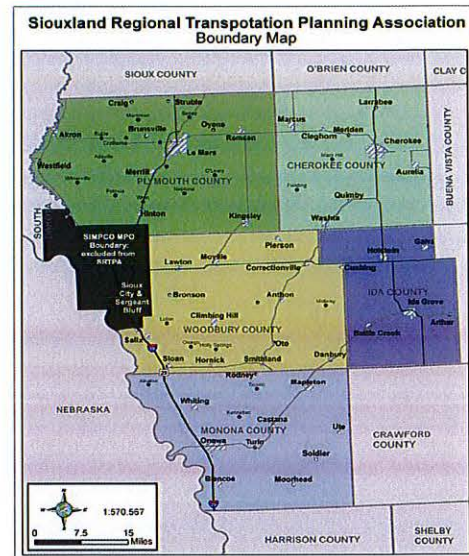
Rural

PROJECT DESCRIPTION:

The project will design and construct a new joint use facility to house the Siouxland Regional Transit System and the Siouxland Interstate Metropolitan Planning Council. The facility will include bus maintenance areas, indoor bus storage, a bus wash, and driver training areas.

PROJECT HIGHLIGHTS AND BENEFITS:

The current facility is a converted restaurant built in 1967 that does not meet the Americans with Disabilities Act and is not suitable for transit operations. The project will construct a facility that is purposely built for bus maintenance and storage. The project will attract new workers as well as reduce overall fleet operating costs. The project displays innovation and will impact quality of life by extending broadband access into rural areas and expanding the current fiber optic network into the site selected for the new facility. By collocating the transit agency with the Metropolitan Planning Council, the project will also facilitate shared use of technologies. The new facility will use green building materials and techniques such as storm water retention, reuse of natural rain water for irrigation, and water recycling from restrooms and bus washing. The project is a partnership between the Siouxland Regional Transit System, the Siouxland Interstate Metropolitan Planning Council, and the Iowa Department of Transportation.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Vine Street Corridor Project

APPLICANT/SPONSOR: City of Hays

Rural

BUILD GRANT AWARD: \$6,057,827

TOTAL PROJECT COST: \$7,572,284

PROJECT LOCATION: Hays, Kansas

PROJECT DESCRIPTION:

The project will reconstruct a half-mile segment of Vine Street (US 183) near Interstate 70. The project includes three new two-lane roundabouts, access-controlled intersections at the on/off ramps at I-70, bicycle lanes, and upgraded pedestrian crossings.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will introduce roundabouts, which are statistically safer than signalized intersections. In addition, the project will bring safety benefits to pedestrians and bicyclists through crossings compliant with the Americans with Disabilities Act and new bicycle lanes. The project improvements will bring the corridor into a state of good repair and increase network efficiency. Vine Street and I-70 are a hub for surrounding rural communities, providing regional services and employment opportunities, and the project will improve access and traffic flow in this economically significant part of the region.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Interstate 70 and Turner Diagonal Interchange Improvements

APPLICANT/SPONSOR: Unified Government of Wyandotte County/Kansas City, Kansas

BUILD GRANT AWARD: \$13,843,600

TOTAL PROJECT COST: \$30,343,600

PROJECT LOCATION: Kansas City, Kansas

PROJECT DESCRIPTION:

The project will replace the existing interchange at Interstate 70 and Turner Diagonal with a more efficient diverging diamond interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

Through the interchange redesign, more than three miles of ramp and two bridges will no longer be needed, resulting in state of good repair benefits. Diverging diamond interchanges are an innovative alternative to traditional interchange designs and improve safety and operations by reducing conflict points. The project will also use a concrete safety barrier to protect non-motorized traffic, which will be traveling on a new, dedicated path separate from the roadway. The project is a partnership between the Unified Government of Wyandotte County and Kansas City Kansas, the Kansas Department of Commerce, the Kansas Turnpike Authority, Wyandotte County Economic Development Council, NorthPoint Development, Kansas City Kansas Community College, and the Mid-America Regional Council.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: KY 331/Industrial Drive and Rinaldo Road

APPLICANT/SPONSOR: Owensboro Riverport Authority

Urban

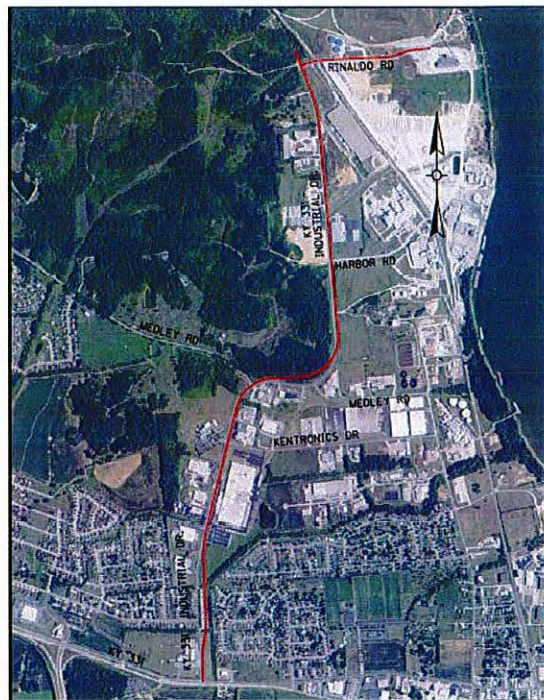
BUILD GRANT AWARD: \$11,520,000

TOTAL PROJECT COST: \$14,400,000

PROJECT LOCATION: Owensboro, Kentucky

PROJECT DESCRIPTION:

The project will widen and improve approximately 2.6 miles of KY 331/Industrial Drive and Rinaldo Road from 2nd Street into the Owensboro Riverport Intermodal Terminal, and will reconstruct the CSX at-grade railroad crossing.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will soften curves and improve sight-distance along with wider lanes which will facilitate safer travel of trucks, public transit buses, and passenger vehicles. The project supports economic competitiveness by improving the last mile connection to an intermodal facility. Additionally, improvements to the roadway will help promote modal linkages and economic vitality through improved access to the Owensboro Riverport, helping link freight to rural communities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: US 641 Widening

APPLICANT/SPONSOR: Calloway County



BUILD GRANT AWARD: \$23,000,000

TOTAL PROJECT COST: \$56,500,000

PROJECT LOCATION: Calloway County, Kentucky

PROJECT DESCRIPTION:

The project will widen an approximately 5.7-mile section of US 641 South from a two-lane divided highway to a four-lane divided highway between the Kentucky/Tennessee state line at Hazel north to the Middle Fork of the Clarks River.



PROJECT HIGHLIGHTS AND BENEFITS:

This stretch of US 641 currently has a fatal crash rate that is nearly three times the Kentucky statewide average. By widening the road and adding adequate shoulder space, the project will be better able to handle truck traffic and is predicted to reduce the number of crashes by over 60 percent. The project will improve economic competitiveness by decreasing the current transportation costs and improving access to employment centers, as manufacturing and distribution is a major economic component within the area. Additionally, wider lanes will facilitate safe passage of agricultural goods and slow-moving vehicles that are too large for standard driving lanes. The project is a partnership between Calloway County, the Kentucky Transportation Cabinet, the Tennessee Department of Transportation, and the City of Murray.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Pulaski County Interchange Improvement to KY 461

APPLICANT/SPONSOR: Pulaski County

BUILD GRANT AWARD: \$25,000,000

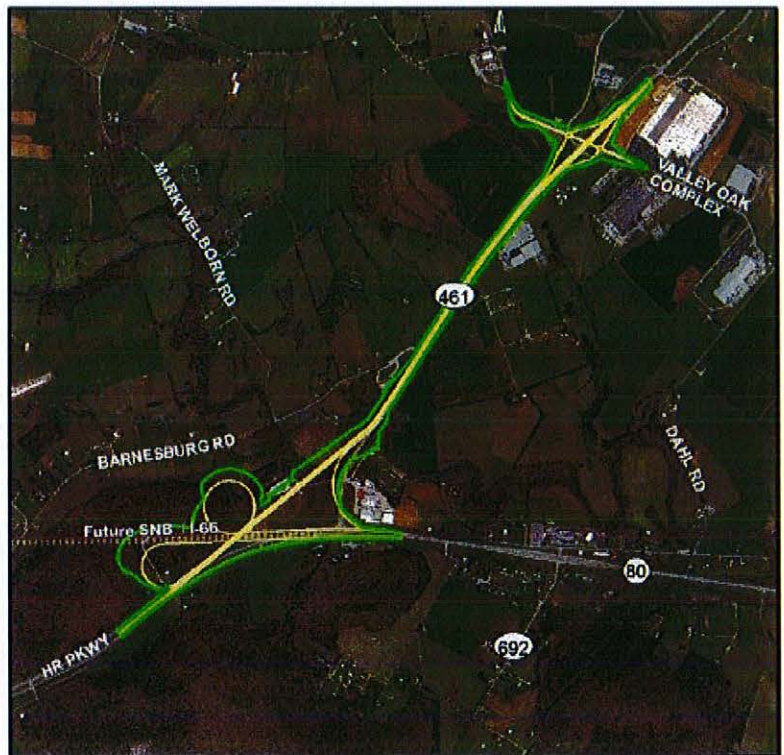
TOTAL PROJECT COST: \$69,375,000

PROJECT LOCATION: Pulaski County, Kentucky

Rural

PROJECT DESCRIPTION:

This project will replace the KY 80/KY 461 intersection with a grade-separated half-cloverleaf interchange, and the at-grade intersection of Valley Oak Drive - Coin Road/KY with a grade separated tight diamond interchange. The project will also widen approximately 3 miles of KY 461 from two lanes to four lanes



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves two intersections with high crash rates and provides a safe ingress/egress for the 2,871 people working in Valley Oak Complex. The project also improves one of only two NHS routes leading to Lexington, KY; the improved route and the traffic it attracts will encourage the development of new businesses and encourage expansion of existing industries in Valley Oak Complex and increase employment opportunities in this economically disadvantaged area.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Port Fourchon to Airport Connector: Bridging a Gap to Critical Rural Infrastructure
APPLICANT/SPONSOR: Greater Lafourche Port Commission
BUILD GRANT AWARD: \$16,422,000
TOTAL PROJECT COST: \$35,122,000
PROJECT LOCATION: Lafourche Parish, Louisiana

PROJECT DESCRIPTION:

The project will construct a new 3-lane vertical lift span bridge over Bayou Lafourche and a new 2-lane 2,000-ft connector road extending from LA 1 to LA 3235.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve connectivity between Port Fourchon and the South Lafourche Leonard Miller, Jr. Airport, thereby increasing the efficiency in transporting goods between the port and airport and allowing for the redirection of freight traffic away from residential neighborhoods, school zones and hospital grounds. The project will expand access to employment centers and a planned 1200-acre industrial park. The new, reliable access to the facility will promote additional housing and economic development options in this economically distressed area.



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Rural

PROJECT NAME: Waterville Downtown Transit Corridor, Gateways, and Revitalization

APPLICANT/SPONSOR: City of Waterville

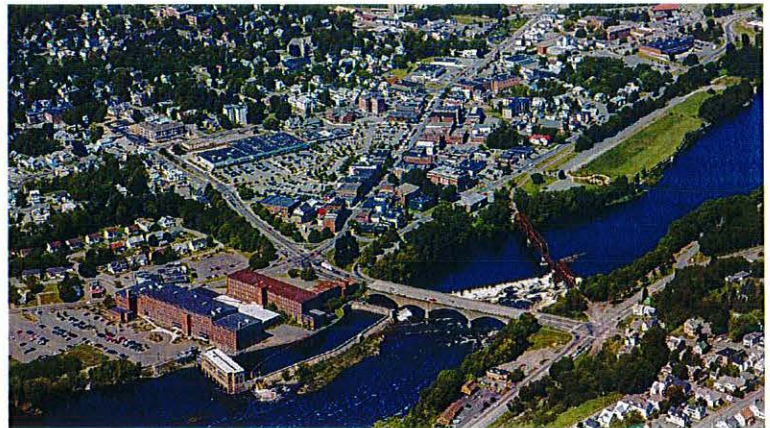
BUILD GRANT AWARD: \$7,371,200

TOTAL PROJECT COST: \$9,214,000

PROJECT LOCATION: Waterville, Maine

PROJECT DESCRIPTION:

The project will convert two downtown streets from single-direction traffic to two-way traffic, improve to five intersections, and reconstruct sidewalks and major public spaces to promote accessibility and walkability throughout the downtown.



PROJECT HIGHLIGHTS AND BENEFITS:

With the current one-way streets, drivers, lacking adequate sight distance, must turn into and out of fast-moving traffic, which leads to collisions, injuries to pedestrians, and damage to property and vehicles. The conversion of these streets to two-way traffic will improve safety and mitigate high-crash locations. The improved lighting and landscaping will enhance livability. The project will make downtown Waterville safer, more pedestrian friendly, and more vibrant; all while improving traffic flow patterns, enhancing both mobility and accessibility at the same time.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Interstate 12 Widening & Rehabilitation Project

APPLICANT/SPONSOR: St. Tammany Parish Government

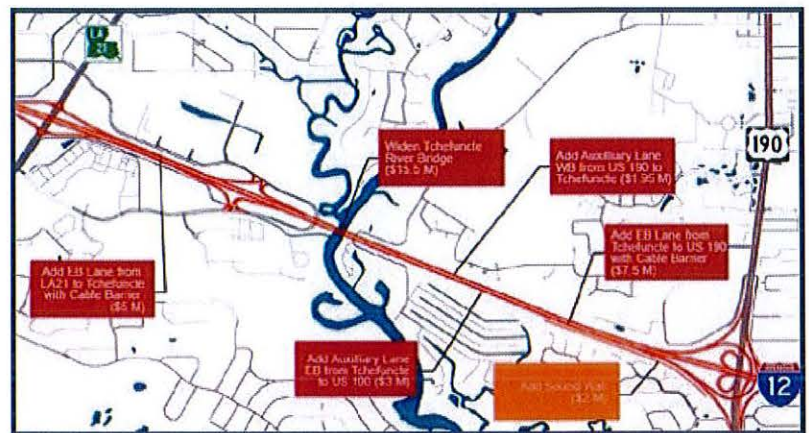
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$36,000,000

PROJECT LOCATION: St. Tammany Parish, Louisiana

PROJECT DESCRIPTION:

This project proposes to widen and rehabilitate approximately 3.8 miles of Interstate 12. Specifically, it will add new travel lanes and auxiliary lanes at various bottleneck sites, widen the Tchefuncte River Bridge to three travel lanes and one auxiliary lane in each direction, and construct a sound barrier.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve regional economic competitiveness because Interstate 12 is a major east-west interstate for freight movement throughout Louisiana, from the Gulf of Mexico and the Port of New Orleans. It also serves as a local commuter route and is a part of a regional evacuation network. The project will assist in the reduction of delays in this congested, high-volume traffic area. The reduction in travel time will increase the efficiency of freight movement, as well as for workers during peak hours. The addition of auxiliary lanes and wider shoulders will also contribute to a safer experience for merging traffic.



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BUILD Grants

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PROJECT NAME: Maine Western Gateways Project

APPLICANT/SPONSOR: Maine Department of Transportation

Rural

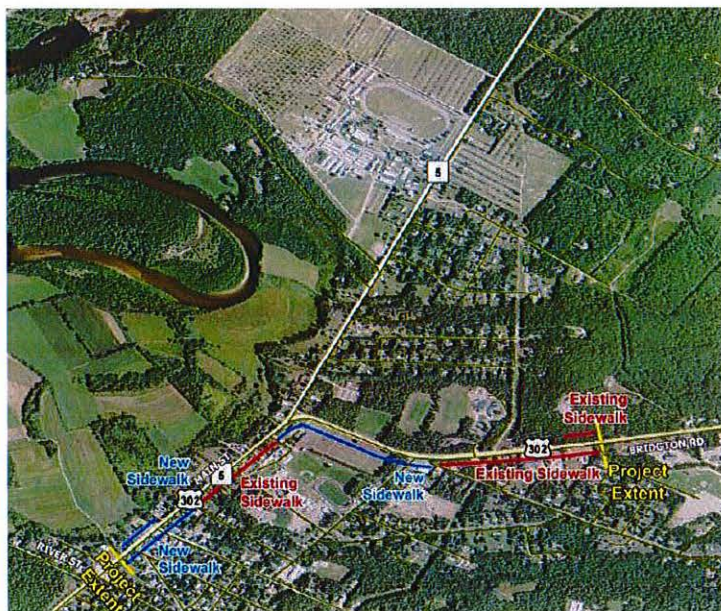
BUILD GRANT AWARD: \$11,027,500

TOTAL PROJECT COST: \$22,055,000

PROJECT LOCATION: Franklin and Oxford Counties, Maine

PROJECT DESCRIPTION:

The project will reconstruct three roadways for a total of approximately five miles of new road. The project includes repair, resurfacing, drainage improvements, and strengthening sub-surfaces.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing roadways were not built to modern design standards and have no remaining service life, and therefore need to be upgraded. The project also includes new provisions for bicycles and pedestrians and will reduce speeds to create a safer facility for all users. The project improves access to schools, commerce, and recreation by creating a modernized and safer multimodal route and will benefit the truck traffic servicing major industry in the region, including timber and forestry.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Traffic Safety and Mobility Improvements – Phase I

APPLICANT/SPONSOR: Maine Department of Transportation

BUILD GRANT AWARD: \$8,241,100

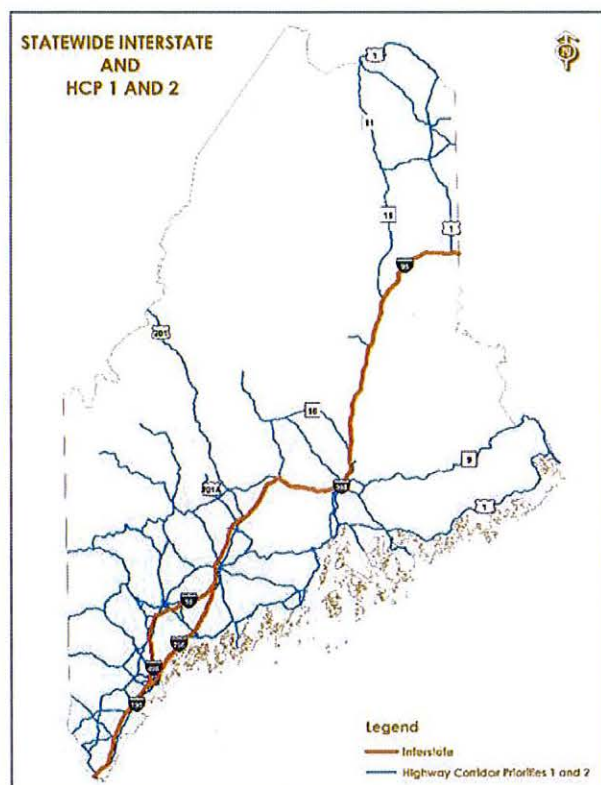
TOTAL PROJECT COST: \$16,482,200

PROJECT LOCATION: South-Central Maine

Rural

PROJECT DESCRIPTION:

This project will replace or enhance approximately 101 traffic signals statewide. Some of the signal systems will have adaptive signal technology, dedicated short-range communications (DSRC), infrared camera detection, fiber interconnect wiring, emergency pre-emption, back-plates with reflective striping, communication to the traffic management center, accessible pedestrian signals (APS), and Americans with Disability Act (ADA) improvements.



PROJECT HIGHLIGHTS AND BENEFITS:

After the completion of the project, MaineDOT will take responsibility for the maintenance of the devices throughout the project area. The new signal installations will provide for the orderly movement of traffic and reduce the frequency of certain types of crashes as well as increase the traffic-handling capacity of the related intersections. APS and ADA improvements at these intersections – such as detectable warning fields, braille signs, audible messages, tactile push buttons and improved curb access – will enhance consistency and reliability to accommodate users with disabilities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: I-95 at Belvidere Road Interchange

APPLICANT/SPONSOR: Cecil County

Urban

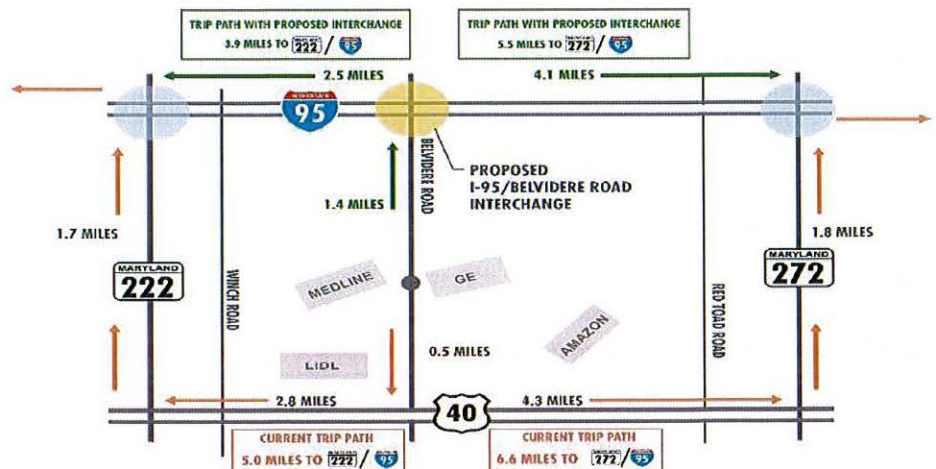
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$54,000,000

PROJECT LOCATION: Cecil County, Maryland

PROJECT DESCRIPTION:

The project will construct a new interchange between I-95 and Belvidere Road, including relocating Belvidere Road and constructing a new bridge over I-95.



PROJECT HIGHLIGHTS AND BENEFITS:

By creating a direct connection to existing and planned distribution, warehousing, manufacturing and retail businesses within the Cecil County Principio Enterprise Zone and adjacent development, the interchange would reduce the distance between I-95 and these businesses, generating both cost and travel time savings. The interchange also reduces heavy truck traffic on US 40, MD 222, and MD 272, and, therefore, reduces potential for conflict. The project will be constructed using a design-build innovative project delivery method, including financial incentives based on reduction of environmental impacts and adherence to construction performance schedules. The project is a partnership between Cecil County, the Maryland Department of Transportation and Maryland Transportation Authority, and private business.



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PROJECT NAME: Seagirt Marine Terminal Berth 3
Modernization P3 Project

APPLICANT/SPONSOR: Maryland Port Administration

BUILD GRANT AWARD: \$6,554,575

TOTAL PROJECT COST: \$32,772,876

PROJECT LOCATION: Baltimore, Maryland

PROJECT DESCRIPTION:

The project will add a second berth capable of serving 50-foot draft Ultra Large Container Vessels and make necessary supporting landside improvements. Project elements include an expanded access channel and turning basin, repairing existing wharf substructure, superstructure and paving, installing concrete runways in the container yard and hardware to support large ship-to-shore cranes.



PROJECT HIGHLIGHTS AND BENEFITS:

The addition of a second 50-foot draft berth will increase the capacity of Seagirt Terminal to handle the ever-increasing size of container ships and relieve the terminal's berth capacity bottleneck. It will support the region's cargo growth demand and prevent the need for cargo to be diverted to other ports. This will control costs for regional consumers and businesses.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Closing the Gap in New England: Western Massachusetts Freight Rail Upgrade

APPLICANT/SPONSOR: Massachusetts Department of Transportation

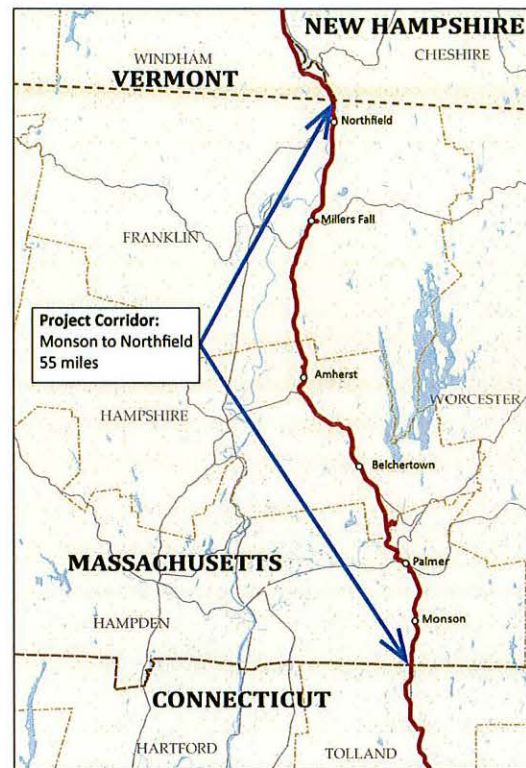
BUILD GRANT AWARD: \$10,800,000

TOTAL PROJECT COST: \$30,000,000

PROJECT LOCATION: Monson to Northfield, Massachusetts

PROJECT DESCRIPTION:

The project will upgrade a section of the New England Central Railroad across Massachusetts to meet the 286,000lb national standard. Project components include the installation of approximately 31 miles of continuous welded rail, replacement of ties and ballast, track surfacing, and strengthening approximately 20 bridges.



PROJECT HIGHLIGHTS AND BENEFITS:

The current state of the track necessitates a weight limit that mandates users of the rail line underutilize the carrying capacity of freight cars. The project upgrades will bring the carrying capacity up to the national standard and will also allow for an increase in speed on the line. This will enhance operational efficiency and attract additional customers to ship freight by rail rather than truck.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: North Terminal Extension Project

APPLICANT/SPONSOR: New Bedford Harbor Development Commission

BUILD GRANT AWARD: \$15,406,403

TOTAL PROJECT COST: \$34,444,069

PROJECT LOCATION: New Bedford, Massachusetts

PROJECT DESCRIPTION:

The project will construct approximately 800 feet of additional bulkhead, backfill of the constructed bulkhead with clean material from maintenance harbor dredging, and extend three rail spurs to increase multimodal options.



PROJECT HIGHLIGHTS AND BENEFITS:

The improvements will increase capacity and reduce costs at the port to allow more fishing vessels to use it and will increase the port's competitive advantage. The improvements will also extend the useful life of the port, and the expanded space will create safer working conditions by allowing for safer movement of cranes and vehicles.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Carbide Dock Port Rail Rehabilitation and Truck Route Reconstruction

APPLICANT/SPONSOR: City of Sault Ste. Marie

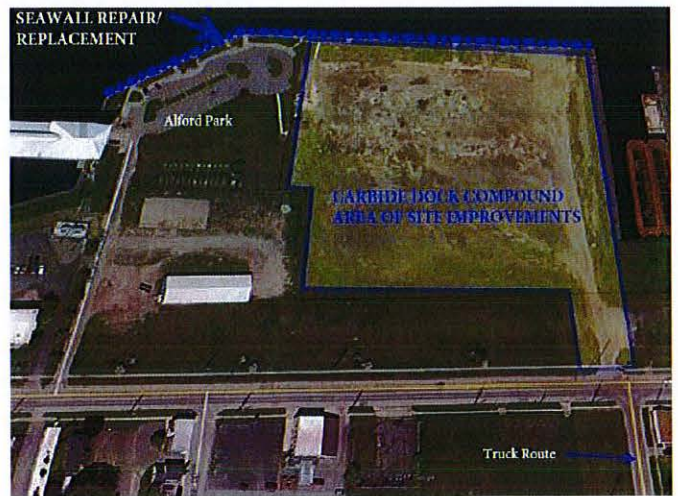
BUILD GRANT AWARD: \$20,700,000

TOTAL PROJECT COST: \$21,700,000

PROJECT LOCATION: Sault Ste. Marie, Michigan

PROJECT DESCRIPTION:

The project will rehabilitate the Carbide Dock Port and reconstruct a portion of the connecting truck route on Easterday Avenue from Interstate 75 to Barbeau Street. The project also includes intersection improvements and water/sewer replacement.



PROJECT HIGHLIGHTS AND BENEFITS:

Currently the dock is in such a state of disrepair that it is closed off to the public; repairing it will make the port fully operational and provide essential services for maritime emergencies that no other American ports within 100 miles can provide. The project will benefit economic competitiveness by keeping the Soo Locks, which are an integral part of the United States' transport of commodities, in good working order. The project will advance environmental protection by reducing travel times to get materials to the Soo Locks, thereby reducing carbon emissions, and by making stormwater runoff improvements. The project will also support border security as the repair of the dock will enable the U.S. Coast Guard and other security entities to use this facility for security inspections of transiting vessels. The project is a partnership between the City of Sault Ste. Marie, Lake Superior State University, and the Army Corp of Engineers.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: US-31 Relocation from Napier Road to I-94

APPLICANT/SPONSOR: Michigan Department of Transportation

Rural

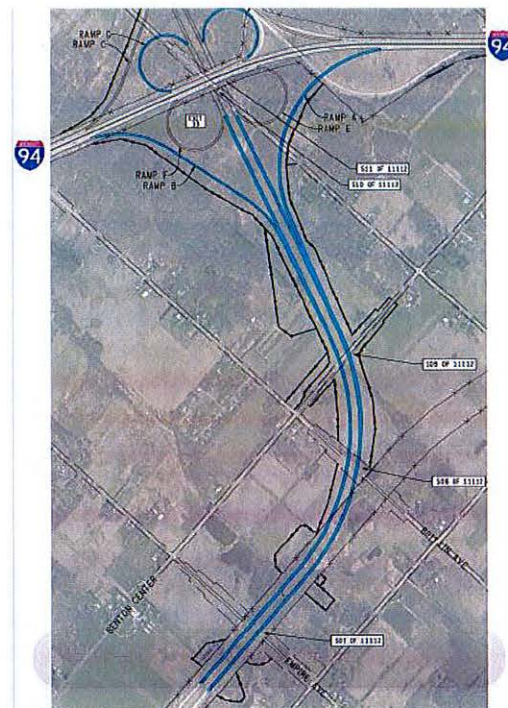
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$44,917,870

PROJECT LOCATION: Berrien County, Michigan

PROJECT DESCRIPTION:

The project will extend US-31 approximately 2.3 miles to I-94, including the construction of interchange ramps and overpasses. The project will complete an approximately 30-mile limited access freeway route on US-31 from the I-80/90 toll road in Indiana to I-94 in Berrien County, Michigan.



PROJECT HIGHLIGHTS AND BENEFITS:

To access I-94, northbound and southbound US-31 traffic must currently use the five-lane east-west Napier Road, with segments having a 50-mph to 55-mph posted speed limit. By creating a more direct connection between US-31 and I-94, the project will reduce crashes along the existing Napier Road, especially at signalized and non-signalized intersections. Similarly, the completed freeway would reduce volumes on Napier Road and therefore reduce the costs of maintaining it. The project will facilitate more efficient freight movement through the travel time savings it will achieve with a more direct connection between US-31 and I-94.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Twin Ports Interchange Reconstruction

APPLICANT/SPONSOR: Minnesota Department of Transportation

Urban

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$266,700,000

PROJECT LOCATION: Duluth, Minnesota

PROJECT DESCRIPTION:

The project will replace eight bridges with an at-grade and divided interstate roadway at the I-35/I-535/US 53 interchange and replace the remaining weight-restricted ramp bridges to the interchange; reconstruct six concrete box girder bridges on US 53; and reconstruct four weight-restricted bridges at the I-535/Garfield Avenue interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

The interchanges provide access to and from the Port of Duluth-Superior, the largest volume port on the Great Lakes, which serves as an intermodal hub for domestic and international cargo. This is also a primary freight route for the timber and iron industries in northern Minnesota. The existing weight limitations limit the movement of trucks servicing these industries, so the project's improvements will contribute to economic competitiveness. The improvements will also enhance connectivity to jobs and essential services for area residents, and will also improve safety at the fourth-highest crash rate site in the state by reconfiguring geometries.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Holly Springs Road – Road Reconstruction and Bridge Replacement

APPLICANT/SPONSOR: DeSoto County

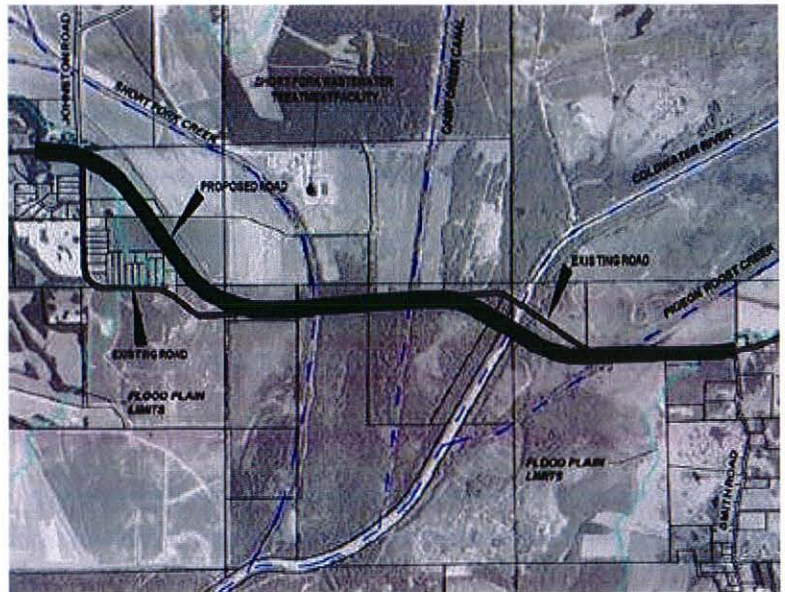
BUILD GRANT AWARD: \$13,000,000

TOTAL PROJECT COST: \$30,427,000

PROJECT LOCATION: DeSoto County, Mississippi

PROJECT DESCRIPTION:

The project will improve approximately 2.6 miles of Holly Springs Road, including elevating the roadway, replacing five bridges, and realigning the roadway.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will replace functionally obsolete bridges prone to flooding and improve the roadway with shoulders and recovery zones and prevent costly damage from future flooding events by elevating it. Emergency service response time during such events will also be improved. The project will straighten out dangerous curves to improve the safety and the efficiency of travel along the corridor. The road provides critical access to jobs and essential services for area residents and the improvements will allow a more direct connection to Interstates 55 and 269.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: SR 19 Road and Bridge Improvements

APPLICANT/SPONSOR: Mississippi Department of Transportation

Rural

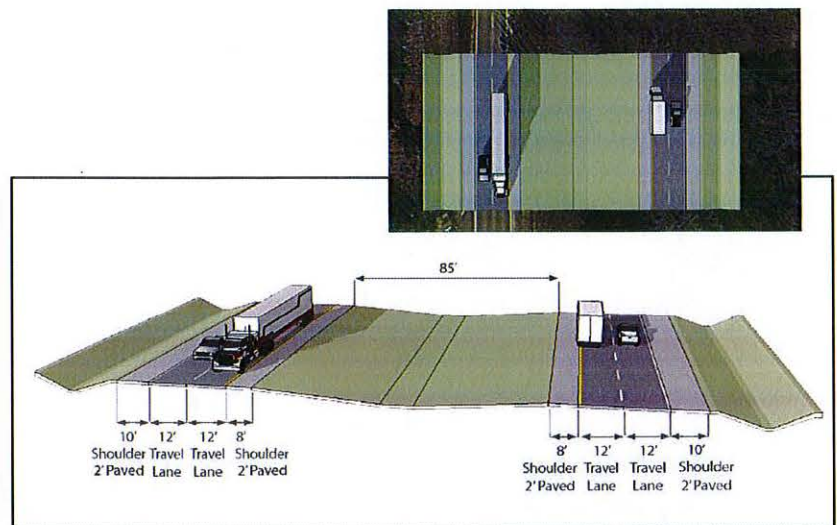
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$41,160,000

PROJECT LOCATION: Neshoba County, Mississippi

PROJECT DESCRIPTION:

The project will construct improvements on approximately 9 miles of SR 19 from SR 492 to Philadelphia, including adding two additional travel lanes for approximately 4.5 miles of this segment, and replacing five structurally deficient bridges on the remaining portion of the segment. The project is the final segment of improvements to a 22.5-mile corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing structurally deficient or functionally obsolete bridges, improving daily roadway condition to reduce user operating and maintenance costs, and reducing lifecycle maintenance costs, the project will increase performance of the roadway. The project, including converting a 2-way facility to a divided roadway, dedicated turn lanes, and proven safety countermeasures will improve safety by reducing the number, rate, and consequences of surface-transportation-related accidents, serious injuries, and fatalities.



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BUILD Grants

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PROJECT NAME: New Buck O'Neil (US 169) Crossing

APPLICANT/SPONSOR: Missouri Department of Transportation

Urban

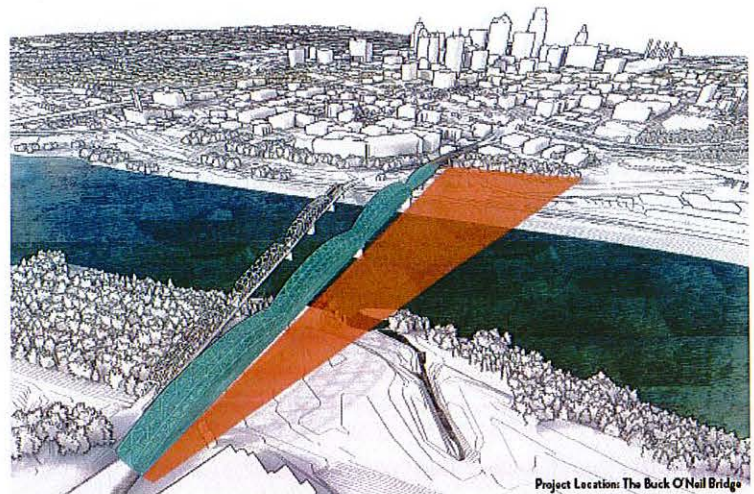
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$216,100,000

PROJECT LOCATION: Kansas City, Missouri

PROJECT DESCRIPTION:

The project will replace the Buck O'Neil Bridge which carries US 169 over the Missouri River in Kansas City. This project includes a wider bridge span, separated facilities for pedestrians and bicyclists, connector ramps including a direct connection between US 169 and Interstate 35, and approaching roadway.



PROJECT HIGHLIGHTS AND BENEFITS:

Replacing the bridge will address the bridge's existing vulnerabilities in an efficient, long-term manner. Rehabilitating the bridge's structural deficiencies would require a 24-month closure and would still result in replacement of the rehabilitated bridge at the end of its lifecycle, so bridge replacement provides a way to bring the bridge into a state of good repair while also addressing existing capacity constraints. More than 950 crashes occurred in the project area over the past five years, so the project will improve safety by constructing a direct connection between US 169 and I-35 so drivers can bypass two signalized at-grade intersections, lengthening merge distances and eliminating left-lane entrance and exit ramps at the US 169/Harlem Interchange, widening the bridge and shoulders to current standards, and including a separated trail to eliminate conflict points with bicyclists and pedestrians.



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PROJECT NAME: Rail Spur – Sedalia Industrial Park

APPLICANT/SPONSOR: City of Sedalia

Rural

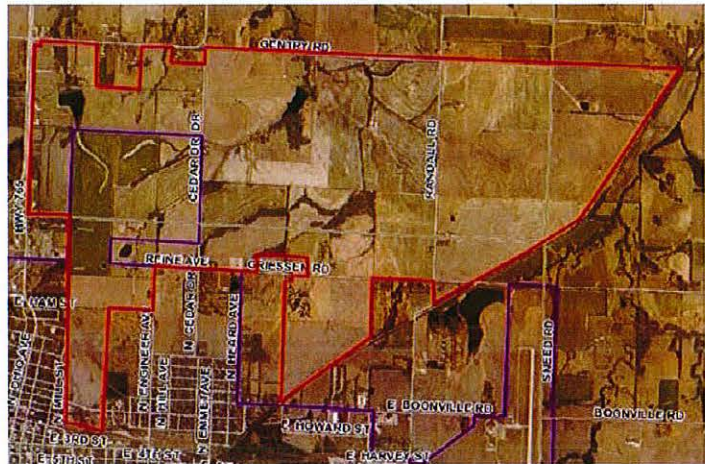
BUILD GRANT AWARD: \$10,098,105

TOTAL PROJECT COST: \$10,098,105

PROJECT LOCATION: Sedalia, Missouri

PROJECT DESCRIPTION:

This project constructs a rail spur within the Sedalia Rail Industrial Park, including 11,900 feet of new truck and a new wye connection to an existing siding. The Sedalia Rail Industrial Park includes a new mini-steel mill currently under construction, and the spur will help provide access to the mill.



PROJECT HIGHLIGHTS AND BENEFITS:

By providing intermodal capacity, the project will make energy delivery more efficient, reduce the number of times materials are handled, and reduce delivery time, creating business cost savings and economic competitiveness benefits. The quality of life benefits attributable to the project stem from reducing truck traffic servicing the industrial park. It will also provide a new competitive modal option for customers of the industrial park.



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Rural

PROJECT NAME: SEMO Port Loop Track Terminal Project
APPLICANT/SPONSOR: Southeast Missouri Regional Port Authority
BUILD GRANT AWARD: \$19,800,000
TOTAL PROJECT COST: \$33,000,000
PROJECT LOCATION: Scott City, Missouri

PROJECT DESCRIPTION:

The project will construct a new rail-barge terminal that consists of a loop track for the accommodation of unit trains, a rail-to-barge conveyor system for rapid unloading and product transfer, and a river barge load out terminal.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will accommodate the shipping and receiving of larger volumes of freight through the railroad network as well as greater reliability and efficiency in freight movement. Cost savings are anticipated from improved bulk commodity pricing, lower bulk loading and unloading costs, enhanced freight rail operations, and improved railcar cycle times. The project will construct a grade-separated access road that will minimize the potential for collisions between trucks and trains, enhancing safety. The project will divert freight transport from truck to rail and barge, resulting in reduced emissions, energy consumption, and oil dependence. In addition, approximately 70 acres of land in the project site have been designated as a conservation area to restore wetlands habitat for protected and endangered species. The project create long-term jobs for the local workforce and enhancing the public's connectivity to essential services for rural communities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: South Main Corridor Improvement Project

APPLICANT/SPONSOR: City of Maryville

Rural

BUILD GRANT AWARD: \$10,488,088

TOTAL PROJECT COST: \$12,488,088

PROJECT LOCATION: Maryville, Missouri

PROJECT DESCRIPTION:

The project will reconfigure approximately 1.5 miles of the South Main Corridor from Highway 71 to South Avenue into a complete street, including reconfiguring intersections and adding designated turn lanes; realigning, reducing, and combining access points and curb cuts; constructing pedestrian amenities; installing and updating traffic signals; replacing water and storm infrastructure, and enhancing streetscape elements.



PROJECT HIGHLIGHTS AND BENEFITS:

By deconflicting left turn movements and installing pedestrian and shared use infrastructure, the project will reduce the number of collisions, particularly rear-end collisions. The project increases access to non-motorized transportation modes and replaces aging storm and sewer infrastructure which reduces stormwater runoff entering the drainage system. The project increases transportation choice through traffic and pedestrian improvements, improving connectivity to a commercial hub, and helping facilitate redevelopment.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Kalispell Bypass: Foy's Lake Section

APPLICANT/SPONSOR: City of Kalispell

Rural

BUILD GRANT AWARD: \$12,750,000

TOTAL PROJECT COST: \$20,039,124

PROJECT LOCATION: Kalispell, Montana

PROJECT DESCRIPTION:

The project will widen an approximately 2-mile section of the US Highway 93 Bypass from 2 lanes to 4 lanes, and replace an existing roundabout at Foy's Lake Road with an interchange, including a shared-use connection to the interchange. This award is less than the \$15 million requested because the Department believes that the project sponsor will complete the original project scope through additional funding contributions.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing configuration of the 7-mile US Highway 93 Bypass has inadequate capacity. The new roadway configuration will improve the Bypass' overall function and improve its life-cycle cost by providing the appropriate design to handle traffic volume and operations and structural loading, aligning with state of good repair. By expanding the Bypass' capacity, the project offers potential for congestion relief, reduced delay, and travel time savings, aligning with economic competitiveness. The project improves safety by converting a 2-lane roadway to a divided facility, which reduces the likelihood and severity of crashes, particularly head-on crashes.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Missouri River Crossing – Toston Structures

APPLICANT/SPONSOR: Montana Department of Transportation

Rural

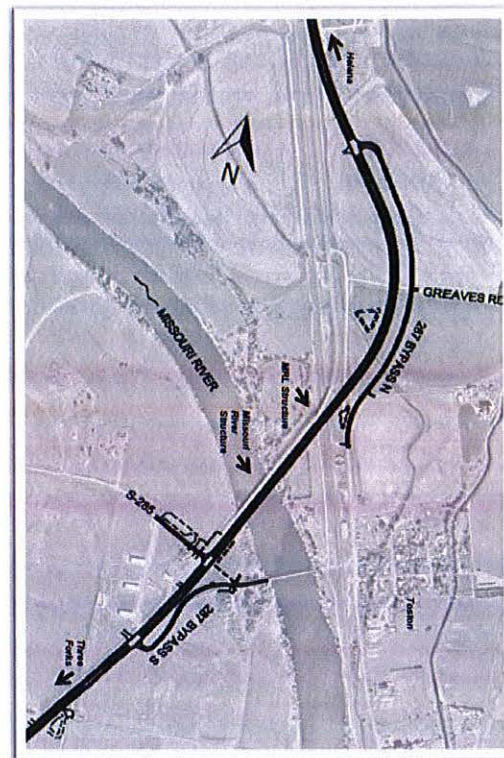
BUILD GRANT AWARD: \$10,000,000

TOTAL PROJECT COST: \$41,473,000

PROJECT LOCATION: Toston, Montana

PROJECT DESCRIPTION:

The project will reconstruct approximately 3.5 miles of US 287 near Toston, improve several intersections, and replace two structurally bridges.



PROJECT HIGHLIGHTS AND BENEFITS:

The State selected the project using a management system that chose the project due to the increased performance it will offer for pavement life, bridge condition, and congestion relief, helping the Montana DOT make progress toward national performance goals. Montana DOT will also dedicate additional funding from the Bridge and Road Safety and Accountability Act (BaRSAA) for enhanced operations and maintenance. The project includes redesigning curved roadways and installing grade separations between the highway and railroad tracks, both of which will enhance the safety of the corridor.



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Rural

PROJECT NAME: US 75 Highway Mobility Improvement Project

APPLICANT/SPONSOR: Nebraska Department of Transportation

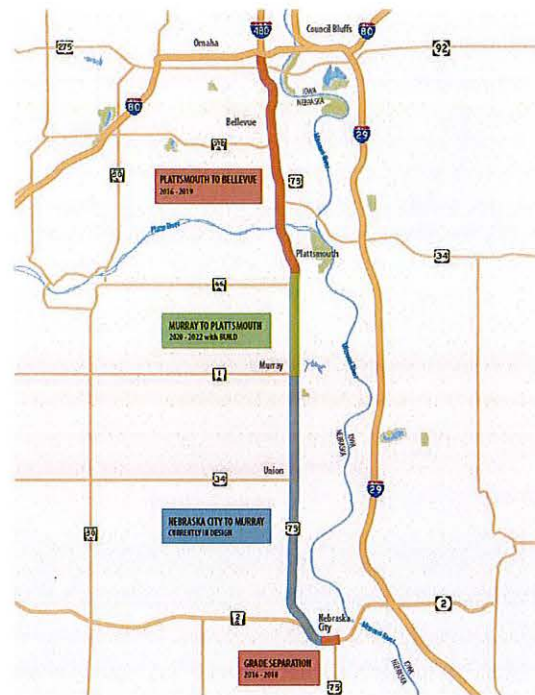
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$45,525,000

PROJECT LOCATION: Cass County, Nebraska

PROJECT DESCRIPTION:

The project will reconstruct approximately 7 miles of US-75/US-34 from Murray to Plattsmouth, widening the 2-lane roadway to a 4-lane divided expressway. The project also incorporates roadway, bridge and drainage improvements and replacements.



PROJECT HIGHLIGHTS AND BENEFITS:

Converting the existing 2-lane roadway into a 4-lane divided expressway with turn lanes, making improvements to intersections, alignment, and drainage, adding surface shoulders with rumble strips, improving lighting, and providing controlled access, will reduce fatalities, injuries, and property damage. The project is estimated to result in a 21 percent crash reduction. By improving the deteriorated roadway and improving its condition for future unexpected traffic increases, the project improves state of good repair. The project increases mobility locally and for commuters to and from Omaha, resulting in time savings and increasing reliability.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Las Vegas Medical District Automated Circular and Connected Pedestrian Safety Project

APPLICANT/SPONSOR: Regional Transportation Commission of Southern Nevada

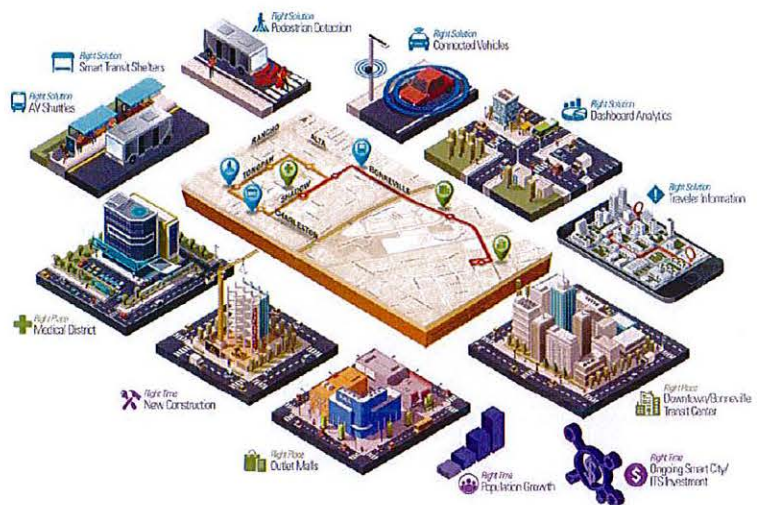
BUILD GRANT AWARD: \$5,319,838

TOTAL PROJECT COST: \$7,388,664

PROJECT LOCATION: Las Vegas, Nevada

PROJECT DESCRIPTION:

This project will provide autonomous and connected vehicle service, pedestrian safety devices, and smart transit shelters to the Las Vegas Medical District. Additional ITS improvements include pedestrian detection software at intersections, GOVegas app improvements which will extend green light time for pedestrians and Wi-Fi improvements throughout the project area.



PROJECT HIGHLIGHTS AND BENEFITS:

The installation of pedestrian detection systems at signalized intersections and uncontrolled crossings will address pedestrian injuries and fatalities. The project's deployment of automated vehicles and intelligent transportation systems can be used as a best practice and learning tool for other communities looking to implement these types of technologies. The project is a part of an overall strategy to address the land-use and design characteristics that contribute to excessive vehicle speeds in the Las Vegas Medical District.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Market Street Marine Terminal

APPLICANT/SPONSOR: Pease Development Authority

Urban

BUILD GRANT AWARD: \$7,504,854

TOTAL PROJECT COST: \$12,508,089

PROJECT LOCATION: Portsmouth, New Hampshire

PROJECT DESCRIPTION:

The project will rehabilitate approximately 17,500 square feet of the Main Wharf at the Market Street Marine Terminal by replacing the deteriorating wharf access bridge and decking the area between the shoreline and the back of the Main Wharf.



PROJECT HIGHLIGHTS AND BENEFITS:

Following construction of the Sarah Mildred Long Bridge, the Main Wharf serves as the only berthing facility for the Port of New Hampshire but its deteriorated condition and limited capacity requires operations restrictions. By rehabilitating the existing wharf, including repairing deteriorated caissons and concrete superstructure elements, recoating portions steel sheet bulked, and resurfacing concrete deck, the project will extend the berth's useful working life, preventing a full closure anticipated in 2022. The rehabilitated wharf will facilitate improved freight movement by enabling more efficient truck access, increasing cargo handling area, and improving operational efficiency at the port. Continued operations at the wharf and possible tonnage increases resulting from the improvements will divert cargo from highways to marine highways, which reduces the likelihood of crashes on roadways and reduces fuel emissions.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Downtown Toms River Loop Road Project

APPLICANT/SPONSOR: Township of Toms River

Urban

BUILD GRANT AWARD: \$5,660,000

TOTAL PROJECT COST: \$21,018,046

PROJECT LOCATION: Toms River, New Jersey

PROJECT DESCRIPTION:

The project will create a loop between the Garden State Parkway and waterfront business district by elevating and reconstructing Herflicker Boulevard as a one-way complete street, converting Water Street to a one-way complete street, and making roadway improvements and upgrades on connecting roadways.



PROJECT HIGHLIGHTS AND BENEFITS:

By improving traffic circulation, reducing the number of turning movements at intersections, and adding pedestrian and bicycle infrastructure, the project will improve traffic movement and reduce the number of accidents. The project upgrades the roadway and elevates Herflicker Boulevard to limit flooding and so it can be used as an evacuation route during flood events. The project also improves multi-modal connectivity to the Toms River waterfront district, which is planned for redevelopment, and increases transportation choice.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: North Central Regional Transit District
Maintenance Facility, Vehicle Wash Bay, and
Fueling Station

Rural

APPLICANT/SPONSOR: North Central Regional Transit District

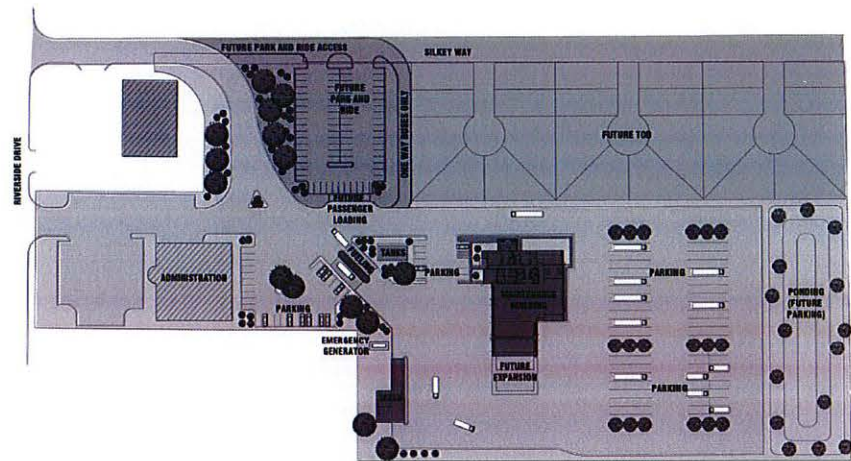
BUILD GRANT AWARD: \$1,291,910

TOTAL PROJECT COST: \$6,114,820

PROJECT LOCATION: Española, New Mexico

PROJECT DESCRIPTION:

The project will construct a maintenance facility, standalone vehicle wash bay, and fueling station for the North Central Regional Transit



SITE PLAN

HUITT-ZOLIARS

PROJECT HIGHLIGHTS AND BENEFITS:

By constructing facilities necessary to move vehicle maintenance and fueling within the North Central Regional Transit District's control instead of transferring to off-site facilities, the project will facilitate more efficient, responsive, and streamlined rolling stock and transit vehicle infrastructure maintenance. The project will optimize long-term costs for the Transit District by reducing life-cycle maintenance costs, increasing transit vehicle reliability, and helping the transit agency reduce its spare ratio.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Brooklyn Bridge Approach Arches and Towers Rehabilitation

APPLICANT/SPONSOR: New York City Department of Transportation

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$337,600,000

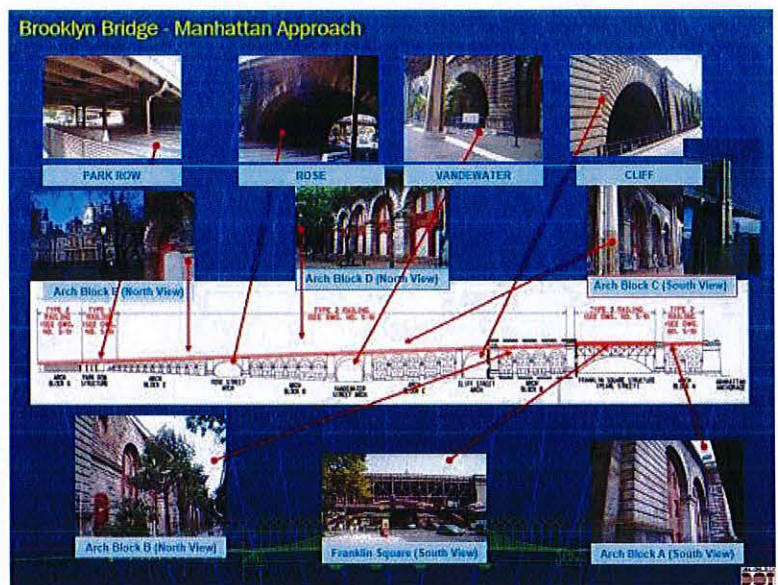
PROJECT LOCATION: New York, New York

PROJECT DESCRIPTION:

The project will restore and rehabilitate the masonry arches and their foundations on the Manhattan and Brooklyn approaches to the Brooklyn Bridge.

PROJECT HIGHLIGHTS AND BENEFITS:

By rehabilitating the Brooklyn Bridge's approach arches, which have not undergone significant rehabilitation in 135 years, and strengthening and stabilizing the approaches to resist lateral movements or seismic forces, the project will extend the useful life of the approaches by at least 40 years. The project reduces the potential for falling debris and eliminates the need for the existing protective scaffolding and shielding. The project preserves multimodal transportation options on the Brooklyn Bridge, as well as preserves access and connectivity to a nationally significant destination.



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Rural

PROJECT NAME: GREATER-NC Rural Bridge Improvement Project

APPLICANT/SPONSOR: North Carolina Department of Transportation

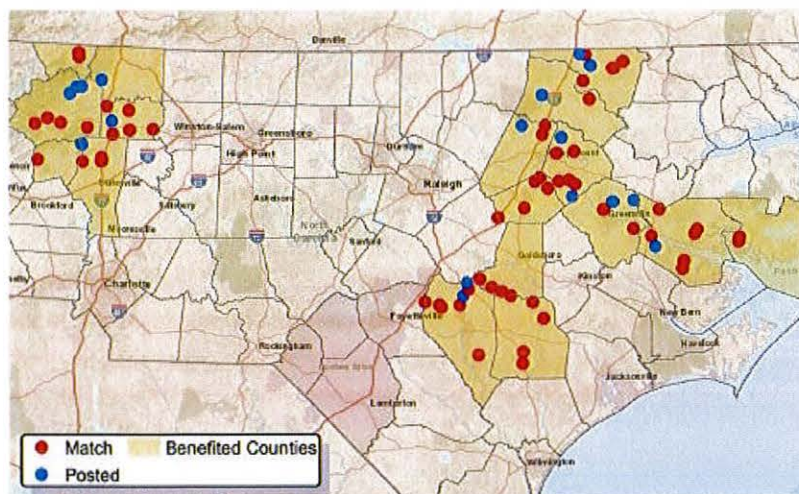
BUILD GRANT AWARD: \$23,000,000

TOTAL PROJECT COST: \$119,100,000

PROJECT LOCATION: North Carolina (statewide)

PROJECT DESCRIPTION:

The project will replace approximately 77 bridges in 17 rural counties. The project sponsor will also add broadband for transportation applications to appropriate bridges during construction.



PROJECT HIGHLIGHTS AND BENEFITS:

All bridges included are structurally deficient, functionally obsolete, or both. 63 of the bridges are more than 50 years old, and 19 are being replaced because they have weight restrictions preventing heavy agricultural equipment from using them and necessitating long detours. School buses cannot currently use some of the bridges. The new bridges will improve the efficiency of the transportation network in North Carolina for both freight and passenger movement, allowing safer and less restricted movement of heavy vehicles. The project also has support from a wide diversity of State and local stakeholders. Adding broadband capability to appropriate bridge structures will improve mobility by accommodating new technological innovations and help deliver broadband to rural areas that lack access.



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Urban

PROJECT NAME: Hickory Reconnected Through Transportation Infrastructure Investment

APPLICANT/SPONSOR: City of Hickory

BUILD GRANT AWARD: \$17,092,608

TOTAL PROJECT COST: \$22,200,000

PROJECT LOCATION: Hickory, North Carolina

PROJECT DESCRIPTION:

The project will develop an approximately 1.7-mile bicycle and pedestrian trail and a bridge over US 321, and construct a 1.2-mile complete streetscape loop in downtown Hickory that will add designated space for bicycles and pedestrians and concurrently incorporate underground fiber cable systems.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will help to expand viable transportation options in the city by building a more complete pedestrian and bicycle network through trails and complete streets. The project also expands access to essential services, and incorporates cable systems for future broadband networks to aid in the delivery of high-speed internet to rural areas adjacent to Hickory. The project will also improve multimodal access to jobs centers, a local university, and the airport, and portions of the project area are located in the city's Opportunity Zone to help expand affordable mobility options for the zone's residents.



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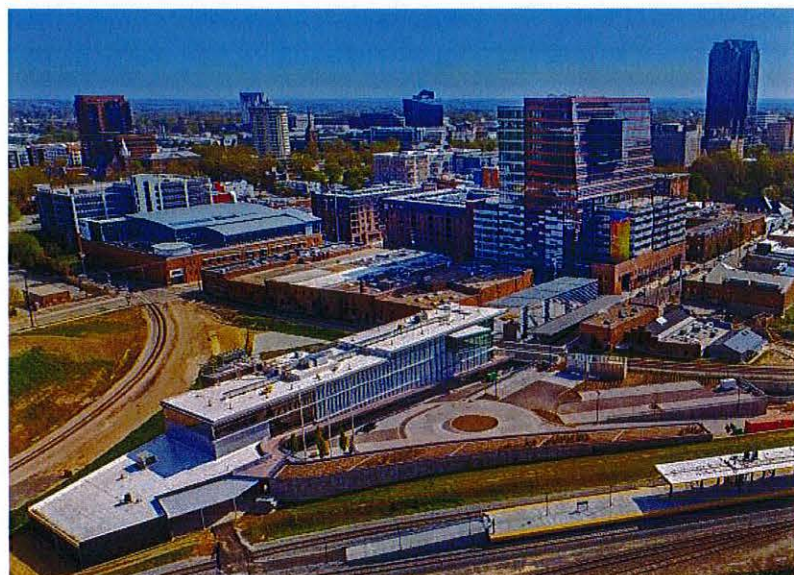
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Raleigh Union Station Phase II: RUS Bus
APPLICANT/SPONSOR: Research Triangle Regional Public Transportation Authority
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$50,720,000
PROJECT LOCATION: Raleigh, North Carolina

PROJECT DESCRIPTION:

The project will construct a new bus facility and structured parking to create a multimodal transit center in downtown Raleigh. The project includes an off-street bus transfer facility, pedestrian bridge, BRT platform and other BRT infrastructure, on-street pedestrian improvements and wayfinding, traffic signal prioritization, and new rolling stock.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will create a second transportation hub in downtown Raleigh, enhancing the area's economic vitality and catalyzing new development. The project proposes to use joint development as a form of innovative financing, and uses innovative technologies such as signal preemption for transit vehicles. The project enhances transportation choices in the Raleigh area by providing a new connection for intercity passenger rail, bus rapid transit, regional bus, and local bus and pedestrian and bicycle use. The ease of access that the intermodal facility will create is expected to attract more users to the area's transit service, helping to remove cars from congested area roadways.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Jack Rabbit Road Reconstruction – Phase II

APPLICANT/SPONSOR: Turtle Mountain Band of Chippewa Indians

Rural

BUILD GRANT AWARD: \$15,000,000

TOTAL PROJECT COST: \$24,359,561

PROJECT LOCATION: Chippewa Indian Reservation,
North Dakota

PROJECT DESCRIPTION:

This tribal project will reconstruct approximately nine miles of Jack Rabbit Road from roughly BIA Road 15/BIA Road 8 to BIA Road 10/ND Highway 5 on the Turtle Mountain Band of Chippewa Indians Reservation. The project is the second of four phases to reconstruct the 14.25-mile Jack Rabbit Road corridor.



PROJECT HIGHLIGHTS AND BENEFITS:

The project extends the benefits of rehabilitating the first phase of Jack Rabbit Road. By addressing substandard road conditions, including damaged pavement, a narrow road top, steep ditch embankments, constricted road shoulders, the project promotes state of good repair. The reconstruction of the road improves quality of life by improving overall transportation by smoothing the surface of the road and providing better access to numerous educational institutions relied upon by the Chippewa.



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Rural

PROJECT NAME: Appalachian NGL Hub Rail
Transloading Facility

APPLICANT/SPONSOR: Monroe County

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$60,011,758

PROJECT LOCATION: Hannibal, Ohio

PROJECT DESCRIPTION:

The project will construct a pipeline-to-rail transloading facility at an energy terminal including truck racks with unloading bays, ladder tracks connecting to the recently constructed loop track, and rail loading arms.



PROJECT HIGHLIGHTS AND BENEFITS:

The benefits of the transloading facility are predicated on converting an existing 5-mile pipeline connecting a natural gas processing and fractionation facility to an energy terminal into a natural gas liquids pipeline. The project will improve local and regional freight connectivity by allowing Natural Gas Liquids (NGLs) to move outbound more efficiently via unit train from the Marcellus and Utica shale region to export terminals on the east coast, thereby reducing shipping costs. The project reduces the total train miles and number of trains moving through the Appalachian Basin, facilitating a more efficient and safer transportation option for NGLs than trucks.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Geauga County Safety Improvement Project

APPLICANT/SPONSOR: Northeast Ohio Areawide Coordinating Agency

Rural

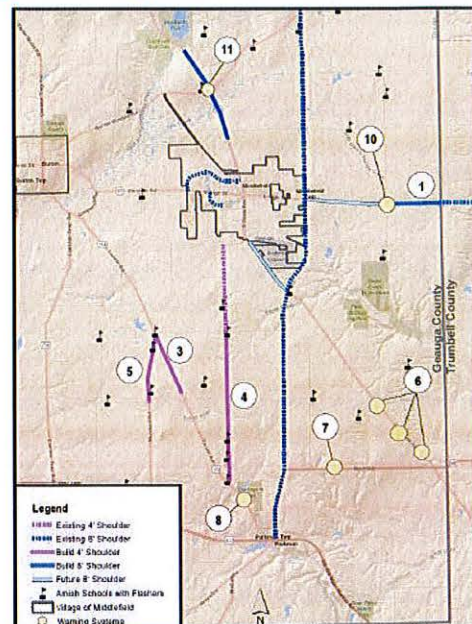
BUILD GRANT AWARD: \$9,651,000

TOTAL PROJECT COST: \$14,255,200

PROJECT LOCATION: Geauga County, Ohio

PROJECT DESCRIPTION:

The project will construct safety improvements to address conflicts between motorized vehicles and non-motorized buggies, including increasing shoulder widths to create non-motorized buggy lanes; implementing advanced detection system to alert motorists of oncoming buggies; installing conflict warning systems with flashing beacons; post school zone signs, and adding pedestrian warning signs/ beacons on roadways.



PROJECT HIGHLIGHTS AND BENEFITS:

To address safety threats between horse-drawn vehicles, which move at a speed of 5-8 miles per hour, and other non-motorized modes, and motor vehicles that travel at speeds up to 55 miles per hour especially on narrow rural roadways with little room to maneuver around non-motorized vehicles, the project: 1) increases shoulder width to separate slow-moving buggies from high speed motor vehicles; 2) paves or treats shoulders to allow pedestrians to walk safely without encroaching on the travel lane; 3) installs advanced buggy warning detection system to warn motorists of buggy presence; 4) installs flashing beacons with intersection warning signs on major street approaches; 5) installs beacons in school zones; and 5) provides pedestrian warning signs on the roadway sections where motorists typically do not expect pedestrians.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Youngstown SMART2 Network

APPLICANT/SPONSOR: Eastgate Regional Council of Governments

Rural

BUILD GRANT AWARD: \$10,853,192

TOTAL PROJECT COST: \$26,274,332

PROJECT LOCATION: Youngstown, Ohio

PROJECT DESCRIPTION:

The project will provide autonomous transit shuttles, transit waiting environments, pedestrian and bicycle facilities, green infrastructure such as permeable surfaces and LED lighting, streetscaping, and wayfinding to connect anchor institutions such as Youngstown State University, Mercy Health, Youngstown Business Incubator, and Eastern Gateway Community College.



PROJECT HIGHLIGHTS AND BENEFITS:

The project includes upgraded pedestrian safety features such as crosswalks and High-Intensity Activated Crosswalk (HAWK) and preempted signals, as well as dedicated bicycle lanes. The project includes state of good repair benefits such as an asset management strategy for the road network, as well as upgrading sidewalks, crosswalks, and signals to bring them into compliance with the Americans with Disabilities Act. Environmental protection benefits include green infrastructure improvements that will reduce stormwater related vulnerabilities, including flooding, and LED lighting that will require less energy than the current high-pressure sodium lamps in the project area. The project will connect key economic institutions in the city and spur redevelopment in the downtown area, improving economic competitiveness. The project includes innovative technologies such as autonomous shuttles that will operate in a dedicated shuttle lane, as well as the installation of fiber optic conduit to facilitate high-speed broadband and enable roadway data collection.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: LINK Tulsa (Leveraging Intelligent Networks & Key-Corridors) Project

APPLICANT/SPONSOR: City of Tulsa

BUILD GRANT AWARD: \$6,500,000

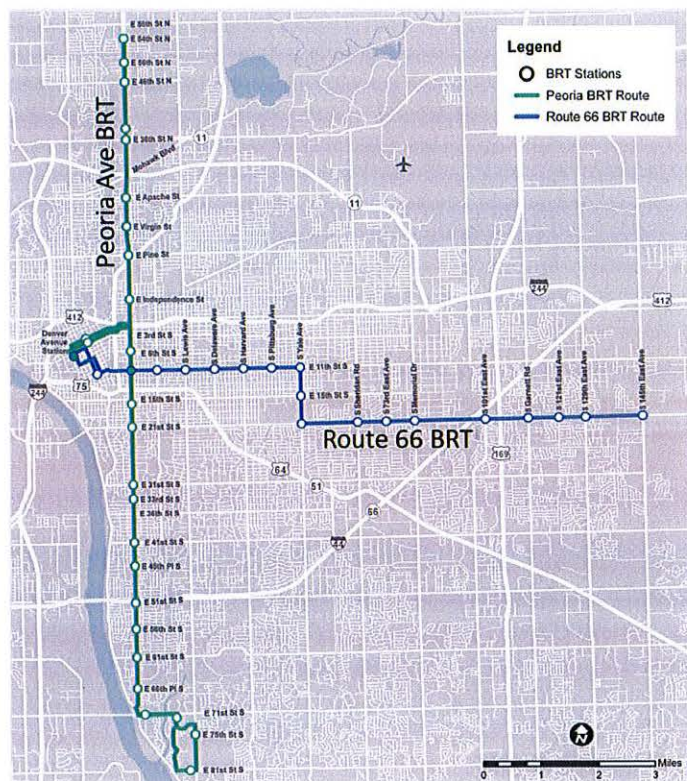
TOTAL PROJECT COST: \$9,500,000

PROJECT LOCATION: Tulsa, Oklahoma

Urban

PROJECT DESCRIPTION:

This project will install fiber optic/broadband cables connecting approximately 42 traffic signals and 60 bus rapid transit (BRT) stations to the Tulsa Traffic Management Center (TMC) as well as outfit approximately 42 intersections with transit signal priority (TSP). The project includes the installation of approximately 15 CCTV cameras at critical intersections for use by the TMC and transit dynamic messaging signs at approximately 36 BRT stops. The project will also make ADA-compliant improvements to area crosswalks.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will provide the city with technology to better manage its transit systems, maximizing the performance of existing transportation infrastructure. The installation and use of the fiber/broadband cable to connect traffic signals and BRT stations to the city's emergency services will address safety and capacity issues as well as reduce operating costs. The use of TSP will improve bus travel time and reliability, and dynamic messaging signs will improve user experience by providing real-time reliable updates for passengers.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Oklahoma City Northwest Expressway Multimodal BRT

APPLICANT/SPONSOR: City of Oklahoma City

BUILD GRANT AWARD: \$14,375,250

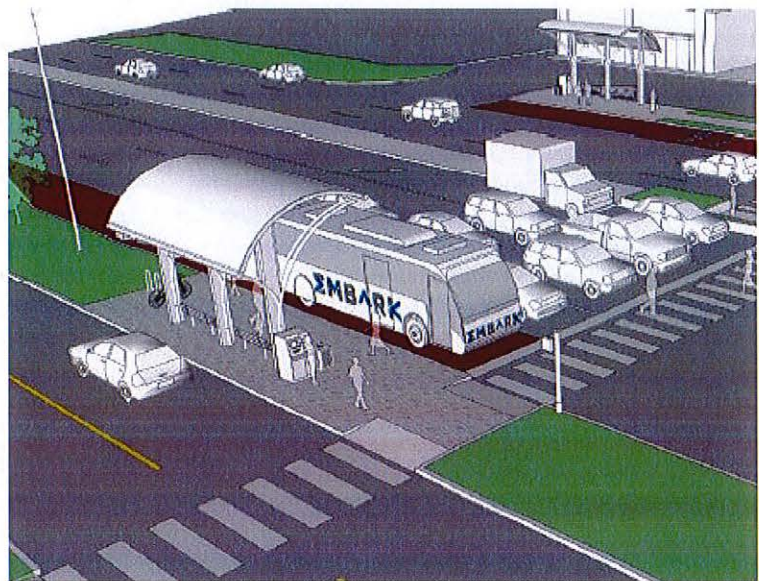
TOTAL PROJECT COST: \$28,885,050

PROJECT LOCATION: Oklahoma City, Oklahoma

Urban

PROJECT DESCRIPTION:

The project will construct an approximately 8-mile BRT line connecting northwest Oklahoma City, regional medical and commercial centers, and downtown via the Northwest Expressway and Classen Boulevard



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves safety by implementing transit service with modern vehicles and upgrading bicycle and pedestrian infrastructure to reduce bicycle and pedestrian crashes, including installing pedestrian signals and constructing grade-separated crossings. The introduction of a low-emission, alternative fuel transit fleet encourages more energy efficient travel options with fewer emissions. The project increases travel time and provides more affordable transportation options within the corridor, and the project increases community access to essential services.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Port of Muskogee Rail Access

APPLICANT/SPONSOR: Muskogee City-County Port Authority

Rural

BUILD GRANT AWARD: \$5,789,210

TOTAL PROJECT COST: \$11,578,420

PROJECT LOCATION: Muskogee, Oklahoma

PROJECT DESCRIPTION:

The project will construct rail and road access improvements at the Port of Muskogee including track upgrades, expansion, and realignment to meet current Class I railroad safety standards; State Highway 16 highway-rail grade crossing modernization; and approximately 9,700 feet of additional track to expand the capacity of the existing marshalling yard.



PROJECT HIGHLIGHTS AND BENEFITS:

By increasing rail capacity to accommodate unit trains and allow better storage, the project improves operational efficiency at the Port, lowering shipping costs, especially for bulk materials. By diverting bulk commodity shipments from truck to rail, the project is anticipated to reduce emissions and improve safety outcomes on nearby roadways.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Columbia River Barge Terminal Rail Access

APPLICANT/SPONSOR: Port of Morrow

BUILD GRANT AWARD: \$19,414,875

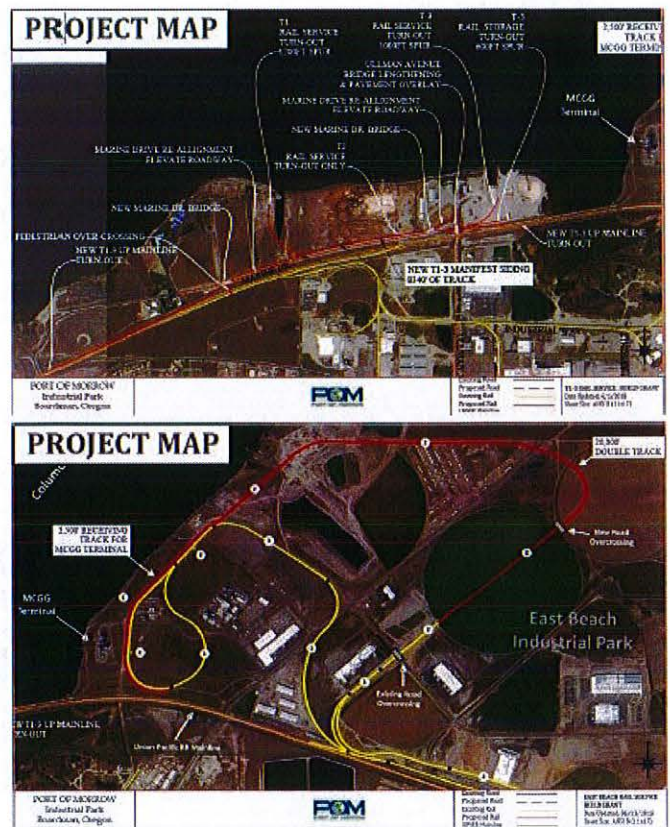
TOTAL PROJECT COST: \$25,964,875

PROJECT LOCATION: Morrow County, Oregon

Rural

PROJECT DESCRIPTION:

The project will establish rail-to-barge transloading capability within the Port's barge terminals on the Columbia River. Improvements include a mainline switch, approximately construction of 11,140 feet of rail line, three rail switches, a Terminal 1 crane and improvements, upgrades to Ullman Bridge, and construction of Marine Drive Bridges and corresponding road realignment, resurfacing, and earthwork.



PROJECT HIGHLIGHTS AND BENEFITS:

This project will ensure more efficient freight shipment along the Columbia River Corridor. It will create new capabilities to ship and receive commodities through rail and barge shipments at the Port, generating new economic activity in a remote, rural area of eastern Oregon. Allowing for increased use of shipping as an alternative mode of freight movement to trucking will improve safety on regional roads, and as an alternative to rail transportation it will reduce congestion on regional railroads. These shifts will also help maintain the roads and rail in a state of good repair by reducing future wear and tear and reduce emissions from truck traffic.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Coos Bay Rail Line Bridge Rehabilitation

APPLICANT/SPONSOR: Oregon International Port of Coos Bay

Rural

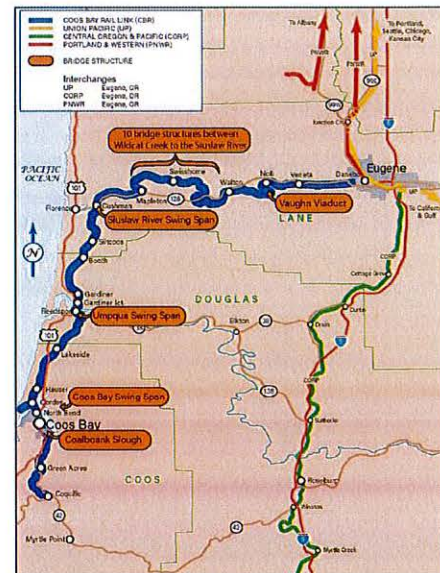
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$25,000,000

PROJECT LOCATION: Coos Bay, Oregon

PROJECT DESCRIPTION:

This project will construct improvements or replacements of approximately 15 bridges along the Coos Bay Rail Line to enhance capacity, meet FRA-mandated Bridge Safety Standard requirements, and extend the useful life on the structures.



PROJECT HIGHLIGHTS AND BENEFITS:

The project repairs and replaces bridges to extend the useful life of the rail line and will modernize the bridges to meet today's design and safety standards. The bridges will be constructed using innovative "build in place" techniques to minimize service disruptions to the existing rail line. Ensuring the rail line remains open well into the future provides economic benefits to the many users of it, and helps ensure reliability of goods movement through the region on a line that annually carries an estimated \$220 million of commodities. The line is used to move forest products internationally and domestically, and demand for those products has grown over recent years.



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BUILD Grants

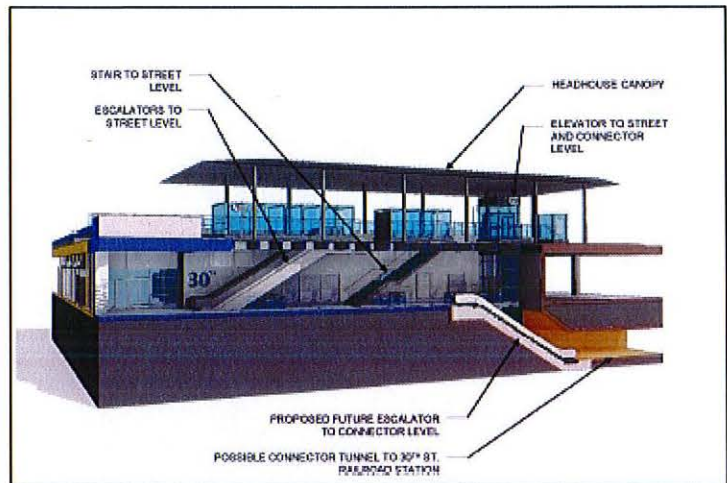
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: 30th Street Station Transformation
APPLICANT/SPONSOR: Southeastern Pennsylvania
Transportation Authority
BUILD GRANT AWARD: \$15,000,000
TOTAL PROJECT COST: \$38,800,000
PROJECT LOCATION: Philadelphia, Pennsylvania

PROJECT DESCRIPTION:

The project will expand the capacity of the 30th Street Station and improve connections between the SEPTA and Amtrak stations at 30th Street. The project will provide new and expanded stairs, escalators, elevators, and fare payment configuration. It will re-design the entrance, and will transform station aesthetics to modernize the station and improve circulation between transit modes.



30th Street Station Project Section Perspective (North Entrance)

PROJECT HIGHLIGHTS AND BENEFITS:

The 30th Street Station is the third-busiest rail station in the United States, serves as an intermodal connection between Amtrak, SEPTA, New Jersey Transit, and intercity bus routes, and serves as a critical connection to Philadelphia's largest employment centers. The station needs the capacity and modernization improvements to meet the present and future transportation needs of the diverse users from these various modes. The project improves economic competitiveness by supporting the development of the large public-private Schuylkill Yards development project and the project demonstrates partnership by using private dollars for funding.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Gateway 228 Capacity and Safety Improvements Project

APPLICANT/SPONSOR: County of Butler

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$43,773,657

PROJECT LOCATION: Butler County, Pennsylvania

Rural

PROJECT DESCRIPTION:

The project will realign and widen to 4 lanes the approximately 1.5-mile Balls Bend and the approximately 0.75-mile Haines School-Commonwealth sections of Route 228, including adding turn lanes, medians, connecting access roads, and pedestrian/bicycle facilities. This project is part of a larger to widen approximately 26 miles of Route 228 in Butler County.



PROJECT HIGHLIGHTS AND BENEFITS:

By realigning the roadway to eliminate curves and gradients, and thereby improving site distances and eliminating pooling water or ice, and adding turn lanes and access road connections, the project will reduce the number and severity of crashes. The project upgrades the roadway, improves storm water management to result in more weather resistant and sustainable facilities, and reduces life-cycle maintenance costs.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: Simple, Smarter Roads for the Newport Innovation Corridor

APPLICANT/SPONSOR: Rhode Island Department of Transportation

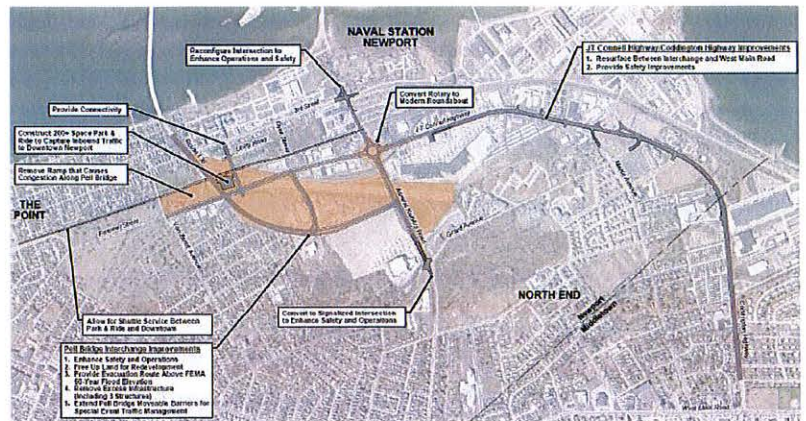
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$66,100,000

PROJECT LOCATION: Newport, Rhode Island

PROJECT DESCRIPTION:

This project will construct improvements to the off-ramp and supporting roadways of the Pell Bridge (also known as the Newport Bridge). These improvements will include reconstruction of the Pell Bridge off-ramp, a 1.5-mile extension of the JT Connell Highway to reconnect Downtown Newport to the North End, a roundabout, full road reconstruction of JT Connell Highway from West Main Road to Admiral Kalbfus Road, and consolidation and removal of existing highway infrastructure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project improves and modernizes approaches to the major bridge connection to the main land from Newport, making the approaches safer and more efficient by including improvements like reconfiguring the off-ramp, adding a roundabout, and adding new pedestrian infrastructure. The existing configuration creates traffic delays to access the bridge, which serves as a vital connection for the US Naval War College, regional commuters, and access to Conanicut Island and Aquidneck Island beaches and recreation areas. Improving the access points will improve safety and reduce congestion. The project's reconfiguration of the road network additionally will open new land for the Newport Innovation Hub, a future home of high-tech office space.



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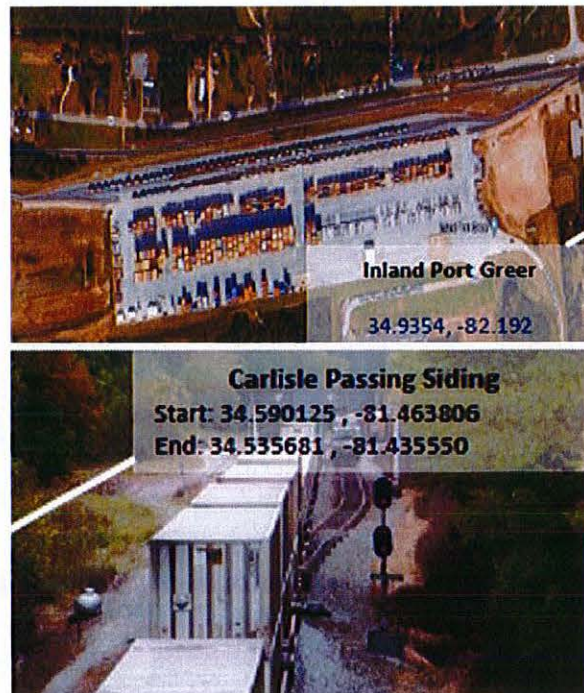
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Upstate Express Corridor Capacity Expansion Project
APPLICANT/SPONSOR: South Carolina Department of Transportation
BUILD GRANT AWARD: \$25,000,000
TOTAL PROJECT COST: \$51,120,000
PROJECT LOCATION: Greer, South Carolina

PROJECT DESCRIPTION:

The project will make freight rail infrastructure improvements in South Carolina. It will expand the Inland Port Greer (IPG), extend the IPG lead track, and lengthen the Carlisle Siding to approximately 15,100 feet. The IPG expansion includes acquiring additional equipment for the handling, loading, and unloading of containers and the paving of up to 40 acres.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will advance state of good repair by shifting freight transport from truck to rail, thereby reducing vehicle miles traveled and subsequent pavement damage caused by heavy trucks. The project will add inland transportation capacity to accommodate the economic growth that is expected at the port from the nearby automotive manufacturing facility and other manufacturers in the area. Quality of life will be improved by reducing highway congestion on Interstates 26 and 85. The project is a public-private partnership between the South Carolina Department of Transportation, the South Carolina Ports Authority, the auto manufacturer and the freight railroad.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Gateway Boulevard (CR 106)
Improvement Project – Phase II

APPLICANT/SPONSOR: City of Tea

BUILD GRANT AWARD: \$8,702,731

TOTAL PROJECT COST: \$12,432,474

PROJECT LOCATION: Tea, South Dakota

PROJECT DESCRIPTION:

The project will widen and reconstruct approximately 1.3 miles of 271st Street (Lincoln County Road 106) from the Heritage Parkway intersection to the Interstate 29 interchange as a 4-lane divided roadway with pedestrian and bicycle accommodations, sewer upgrades, street lighting, and adaptive traffic signals.



PROJECT HIGHLIGHTS AND BENEFITS:

Converting the existing 3-lane rural section roadway into a 4-lane divided urban section with sidewalks and bicycle infrastructure, implementing controlled access for driveways and approaches, and adding adaptive traffic signals will decrease traffic congestion and minimize the likelihood of crashes. Adding travel and intersection turn lanes will improve traffic flow, especially during peak hours, and travel time for freight and residential traffic. The project also reduces travel time.



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Rural

PROJECT NAME: US 83 Reconstruction Project
APPLICANT/SPONSOR: South Dakota Department of Transportation
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$54,882,927
PROJECT LOCATION: White River and Murdo, South Dakota

PROJECT DESCRIPTION:

The project will reconstruct and improve the functionality of approximately 23 miles of US 83 between White River and Murdo. The project will also replace three bridges, reconfigure and realign the corridor to improve sight distances and vertical clearances, construct a climbing lane, and widen shoulders. The project also includes an ADA-compliant pedestrian connection to a shared use path serving a Tribal housing community.



PROJECT HIGHLIGHTS AND BENEFITS:

This segment of US 83 was constructed in 1957 and has reached the end of its useful life. The corridor has a higher-than-average crash rate, and the improvements, including rumble strips, smoothed configurations, and wider shoulders, are expected to produce a significant decrease in crashes. By bringing this section of US 83 into a state of good repair, maintenance costs are also expected to decrease. The project will also enhance quality of life, as the corridor is critical for the mobility of residents of this high-poverty area by bringing better connectivity and more reliable travel times to essential services. It also serves as the preferred route for oil companies hauling equipment to and from the Bakken oil fields in North Dakota, and the improvements to the road will enhance the economic competitiveness of the region and provide better connectivity to regional employment.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: I-65 Interchange at Buckner Road

APPLICANT/SPONSOR: City of Spring Hill

Rural

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$48,279,100

PROJECT LOCATION: Williamson County, Tennessee

PROJECT DESCRIPTION:

The project will construct a new diverging diamond interchange on I-65 between Saturn Parkway (SR 396) and I-840, as well as construct an extension of Buckner Road from Bunker Lane to Lewisburg Pike (US 431) to connect to the new interchange.



PROJECT HIGHLIGHTS AND BENEFITS:

This high-crash portion of I-65 will benefit from safety upgrades such as improved sight distances and fewer vehicle conflict points. New crosswalks on Buckner Road will also create safety improvements. The new interchange will reduce congestion, improve traffic flow, and reduce idling emissions. The upgrades will also have economic benefits by improving reliability of the movement of goods.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Alliance Texas/Haslet Accessibility Improvement Project
APPLICANT/SPONSOR: North Central Texas Council of Governments
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$59,000,000
PROJECT LOCATION: Haslet, Texas

PROJECT DESCRIPTION:

The project is comprised of three components: (1) construction of Haslet Parkway as a new 4-lane divided thoroughfare from I-35W to FM 156 and Avondale-Haslet Road; (2) extension of Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility; and (3) widening of Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the Haslet city limits.



PROJECT HIGHLIGHTS AND BENEFITS:

The project is needed to improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US 287. Additionally, it is expected to relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to the AllianceTexas master-planned mixed-use development.



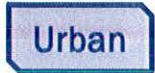
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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: Berth 6 Expansion: Multimodal On-Dock Rail Project

APPLICANT/SPONSOR: Port of Port Arthur Navigation District

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$55,000,000

PROJECT LOCATION: Port Arthur, Texas

PROJECT DESCRIPTION:

This project extends the Port Arthur Berth 5 wharf approximately 1,000 feet to create Berth 6 as a crane-capable pile-supported wharf, including a tied-back bulkhead and a cargo-handling laydown area. The project also modifies and expands the existing rail system to provide a direct connection between the existing rail spur and the dock tracks at Berth 5 and Berth 6.



PROJECT HIGHLIGHTS AND BENEFITS:

By nearly doubling the port's capacity to accommodate liquid energy exports such as petroleum distillates and increasing the port's capacity to support bulk energy exports such as wood chips and wood pellets, the project increases the port's operational productivity and helps it better meet market demand. More direct export options, particularly when combined with a privately purchased mobile ship loader, will help increase port operations. The project facilitates mode shift from trucks to more energy efficient travel modes, creating safety benefits by removing trucks from highways and reducing loading risk to port personnel and environmental protection benefits by reducing emissions.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: BUILDing Brazos Transit District:
Bus Replacement Project

APPLICANT/SPONSOR: Brazos Transit District

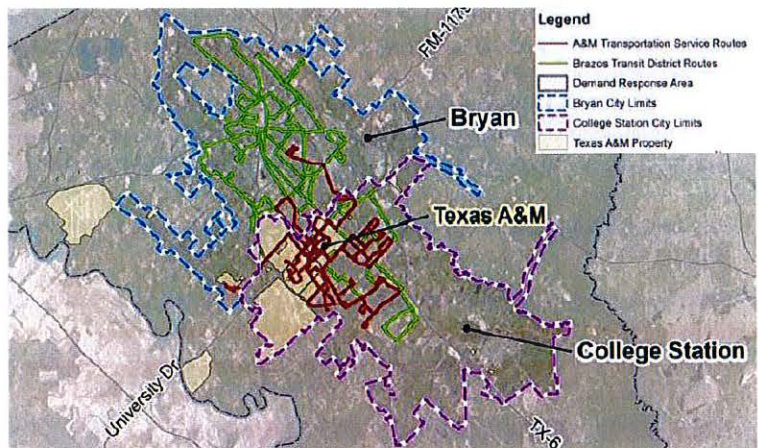
BUILD GRANT AWARD: \$14,050,000

TOTAL PROJECT COST: \$17,500,000

PROJECT LOCATION: Brazos County, Texas

PROJECT DESCRIPTION:

The project will replace more than 30 buses including approximately 12 Brazos Transit District diesel buses, approximately 3 Texas A&M University diesel buses with battery-electric buses, and approximately 17 Texas A&M University diesel buses.



PROJECT HIGHLIGHTS AND BENEFITS:

Replacing buses at the end of their useful life lowers maintenance expenses, reduces mechanical failures, improves fleet availability, and increases service reliability. The project provides for the purchase of more fuel-efficient diesel buses and zero-emission battery-electric buses, which allows older model-year vehicles that generate higher emissions to be taken out of service.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Glasscock County and Reagan County Improvement Project

APPLICANT/SPONSOR: Texas Department of Transportation

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$52,457,246

PROJECT LOCATION: Glasscock and Reagan Counties, Texas

PROJECT DESCRIPTION:

The project comprises a portfolio of improvements along SH 137 including widening to add new turn lanes and reconstructing the existing at-grade roadway geometry on SH 158 and SH 137 to a grade-separated overpass and interchange. The design of these improvements will accommodate future installation of fiber.



PROJECT HIGHLIGHTS AND BENEFITS:

The grade-separated interchange will be constructed to accommodate high freight volumes and heavy loads that pass through the interchange, including a bridge clearance that conforms to the newly adopted freight network height. Traffic on SH 137 has increased 53% over two years, and the improvements will help accommodate this and future growth. SH 158 and SH 137 are critical transportation routes to the larger cities of Midland and Odessa where the residents of Glasscock and Reagan Counties often must travel to access healthcare and other essential services, and this project will help improve reliability and travel times. The grade separation will also address the recent rise in crashes on the local street network, attributed in part to the increased traffic volumes.



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BUILD Grants

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Rural

PROJECT NAME: Winkler County Improvement Project

APPLICANT/SPONSOR: Texas Department of Transportation

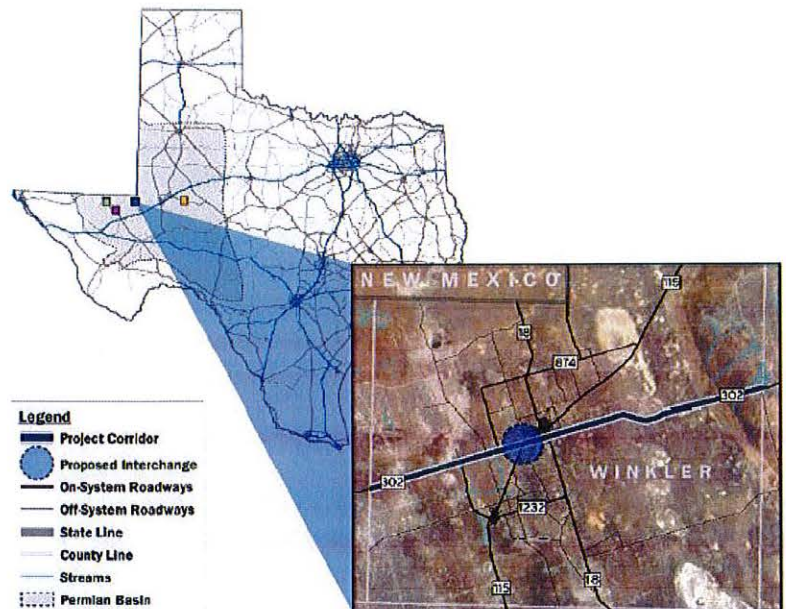
BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$46,038,028

PROJECT LOCATION: Winkler County, Texas

PROJECT DESCRIPTION:

This project reconstructs the existing at-grade roadway geometry to a grade-separated interchange with SH 302 over SH 115.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will address the needs of the growing energy production sector in the area, supporting domestic energy production, and will ensure the road network can handle the increased demands over the coming years. The existing roads in the area are heavily damaged, and this project will contribute to bringing them back into a state of good repair. The improvements will help improve area residents' quality of life by reducing congestion and reducing travel times to essential services. The project uses an innovative financing tool that allows oil and gas production taxes to be used to construct, maintain, and acquire rights-of-way for public roads.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Brush Wellman Road

APPLICANT/SPONSOR: Millard County

Rural

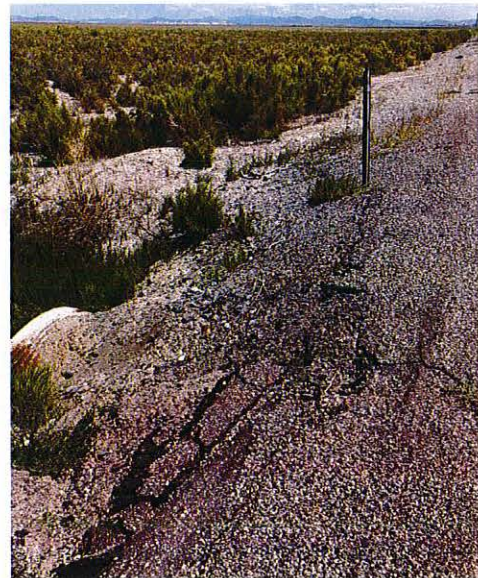
BUILD GRANT AWARD: \$7,994,000

TOTAL PROJECT COST: \$7,994,000

PROJECT LOCATION: Millard County, Utah

PROJECT DESCRIPTION:

The project will reconstruct approximately 14 miles of Brush Wellman Road, and includes new asphalt overlay, culverts, guardrail, delineators, signage, paint striping, and a chip seal.



PROJECT HIGHLIGHTS AND BENEFITS:

The existing roadway has deteriorated since an overlay was last applied in 1984. Replacing the roadway now will allow the county to reduce maintenance costs and avoid having to convert the road to gravel. Brush Wellman Road provides for livestock movement and access to tourist destinations, in addition to providing an intermodal connection between a beryllium mine and a rail station used to transport the metals. Maintaining the roadway in a state of good repair is essential for this economic activity to continue to grow. The applicant proposes to use a drone aerial survey to expedite the design along with innovative approaches to expediting project delivery. The county is proposing to enter into a public-private partnership with a mining company to fund the project's design.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Vermont Regional Freight Rail Corridor Upgrade Project

APPLICANT/SPONSOR: Vermont Agency of Transportation

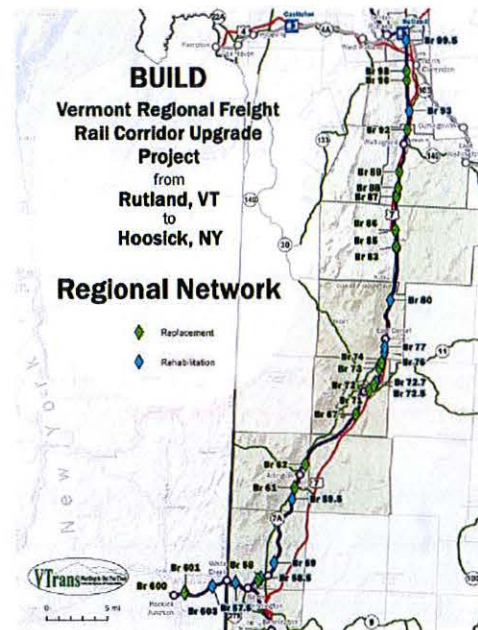
BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$31,864,000

PROJECT LOCATION: Southwest Vermont

PROJECT DESCRIPTION:

This project will rehabilitate or replace approximately 31 railroad bridges over approximately 53 miles of track on the Vermont Railway's Western Corridor to support the 286,000-pounds national carload standard.



PROJECT HIGHLIGHTS AND BENEFITS:

The project is upgrading rail bridges to modernize them for standard carload sizes. This will allow the rail line to remain operable and ensure sufficient bridges for the coming decades. Without the upgrades, the line would need to close to service by 2025. The rail line offers rural businesses a cost-effective alternative to shipping goods via truck and provides access to businesses and customers in rural parts of the state. Using 286,000-pounds railcars will improve efficiency of goods movement for businesses. Providing improved infrastructure for rail movement also helps take trucks off roadways, which has environmental benefits, in addition to quality of life benefits for passenger movement on those roadways.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Virginia Inland Port Terminal Optimization & Grade Separation
APPLICANT/SPONSOR: Virginia Port Authority
BUILD GRANT AWARD: \$15,500,197
TOTAL PROJECT COST: \$26,522,847
PROJECT LOCATION: Front Royal, Virginia

PROJECT DESCRIPTION:

The project will optimize the flow of traffic inside the inland port's gate through the addition of three long loading tracks, lengthening of existing loading tracks, and acquisition of two hybrid straddle carriers. Outside the gate, the project will construct a new highway-rail grade separation.



PROJECT HIGHLIGHTS AND BENEFITS:

The grade separation of a highway-rail crossing will reduce the risk of crossing incidents, and help improve emergency response time by removing the crossing delays. The new capacity will allow for additional truck cargo to be conveyed by rail which would reduce highway maintenance costs, reduce shipping costs, and reduce environmental impacts. The project will also benefit ocean carriers and freight owners by reducing travel distances and reducing terminal congestion. Cargo will more efficiently move through the region and the port itself.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: Geiger Boulevard Infrastructure Improvements Project
APPLICANT/SPONSOR: Spokane County
BUILD GRANT AWARD: \$14,300,000
TOTAL PROJECT COST: \$44,700,000
PROJECT LOCATION: Spokane, Washington

PROJECT DESCRIPTION:

This project includes a range of infrastructure improvements to the existing Geiger Boulevard, including interchange ramp terminal roundabouts, illumination, widening to accommodate center turn lanes, installation of a shared use pathway, and extended shoulders.



PROJECT HIGHLIGHTS AND BENEFITS:

The improvements to the roadway will enhance safety by providing new lighting, separated turn lanes, and roundabouts at intersections. The project will support new development occurring along the roadway, including a 2.6 million square foot warehouse and distribution facility. The improvements are designed to support use of heavy trucks serving that facility. The improved roadway and shared-use pathways will help expand transportation choices and access for area residents. The project aligns well with the innovation criterion because it proposes to extend fiber-optic infrastructure in the corridor and TIF proceeds and traffic mitigation fees will help fund the project.



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BUILD Grants

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PROJECT NAME: Washington State Rural Rail Rehabilitation

APPLICANT/SPONSOR: Washington State Department of Transportation

Rural

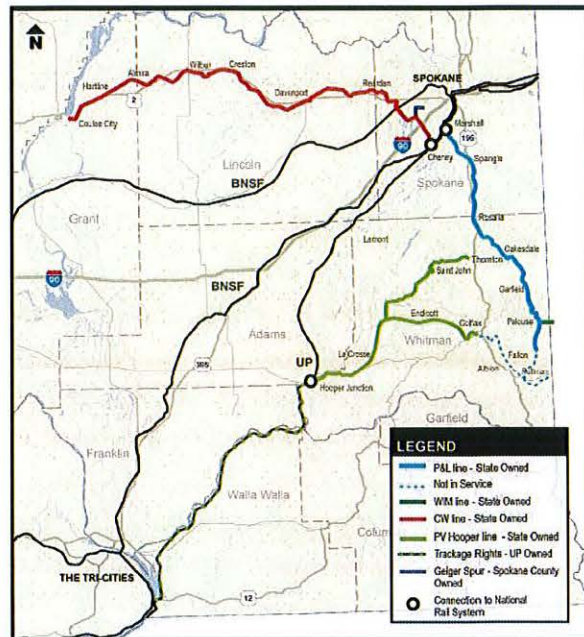
BUILD GRANT AWARD: \$5,666,982

TOTAL PROJECT COST: \$11,333,963

PROJECT LOCATION: Whitman, Spokane, and Lincoln Counties, Washington

PROJECT DESCRIPTION:

The project will make improvements to three branch lines of the Palouse River and Coulee City Shortline Rail System to support 286,000 lbs. rail cars, including replacing or rehabilitating approximately 10 bridges, replacing about 4.6 miles of rail and rehabilitating nearly 16.3 miles of track structure.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will repair and rehabilitate sections of track and bridges currently limited to Excepted, Class 1, or Class 2 conditions, to allow operational speeds up to 25 mph operations and 286,000 lbs. freight cars throughout the rail corridor, creating. Increased operating speeds and heavier cars increase operational efficiency, particularly for agricultural products, and lower shipping costs. The resulting shift from truck to rail traffic would reduce highway crashes and reduce fuel usage and emissions.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: Corridor H – Kerens to Parsons – Segment 5

APPLICANT/SPONSOR: West Virginia Department of Transportation

BUILD GRANT AWARD: \$20,000,000

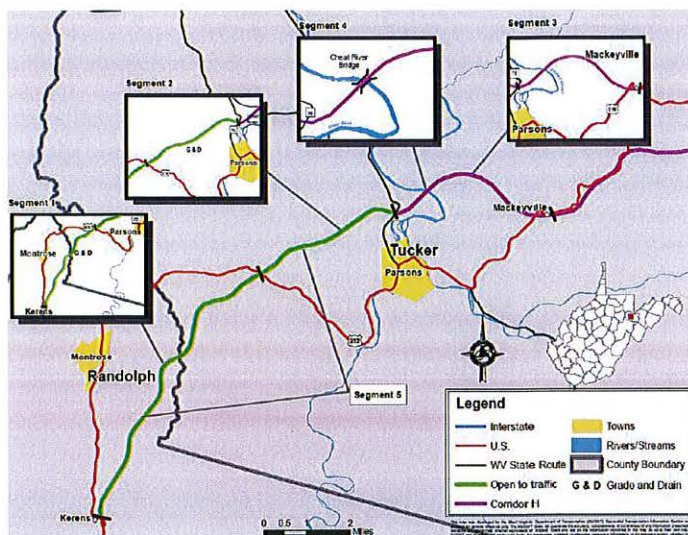
TOTAL PROJECT COST: \$42,000,000

PROJECT LOCATION: Tucker County, West Virginia

Rural

PROJECT DESCRIPTION:

This project will construct approximately 10 miles of a 4-lane expressway as part of the Appalachian Development Highway System. The project includes paving, constructing traffic control devices and markings, and new guardrails.



PROJECT HIGHLIGHTS AND BENEFITS:

The project will improve the safety of existing travel options by offering an expressway with improved visibility, wide shoulders, and reduced conflict points. The new expressway will also facilitate movement of people and goods in an economically distressed area. The project will improve access to an area that is currently isolated due to an inadequate road network in the mountainous region and will provide a new network that will allow for significantly more efficient travel by offering a more direct route through the mountains.



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BUILD Grants

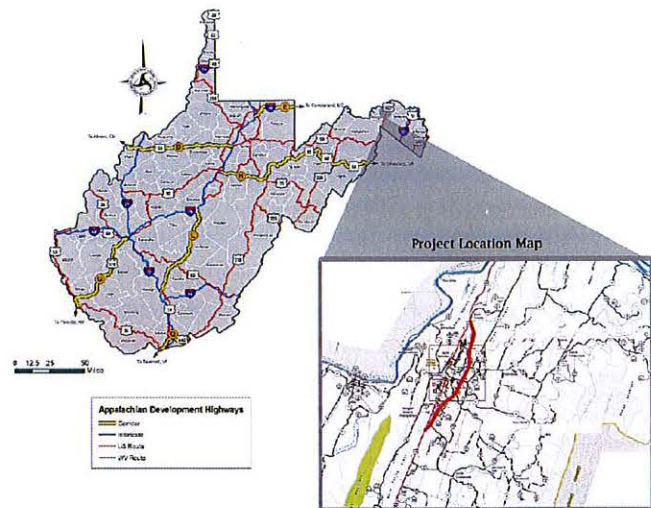
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: US 522 Berkeley Springs Bypass
APPLICANT/SPONSOR: West Virginia Department of Transportation
BUILD GRANT AWARD: \$20,000,000
TOTAL PROJECT COST: \$40,000,000
PROJECT LOCATION: Berkeley Springs, West Virginia

PROJECT DESCRIPTION:

This project will construct a bypass around Berkeley Springs and includes the construction of the Fairview Connector. The bypass is approximately 4 miles long and will be a 4-lane divided highway with controlled access and a grass median.



PROJECT HIGHLIGHTS AND BENEFITS:

The project would create a new facility for easier, more reliable travel through the county. The new facility would remove some of the heavy truck traffic that uses the existing facility through downtown Berkeley Springs, reducing the wear and tear on local roads. The new bypass would help residents and businesses move through the county more quickly, reducing transportation costs, and improving access to essential services and jobs in the region. The project sponsor is using innovative project delivery in the form of a design/build/finance Public Private Partnership.



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Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Rural

PROJECT NAME: State Trunk Highway 29 – County Highway VV Multimodal Interchange Project
APPLICANT/SPONSOR: Brown County
BUILD GRANT AWARD: \$19,757,899
TOTAL PROJECT COST: \$27,828,150
PROJECT LOCATION: Brown County, Wisconsin

PROJECT DESCRIPTION:

This project will replace the existing at-grade State Trunk Highway (STH) 29 and County Highway VV intersection with a full-access interchange approximately 1,600 feet west of the existing intersection including sidewalks, striped on-street bicycle lanes, and roundabouts at the ramp terminals and nearby intersections, and eliminate the STH 29 and County Highway U at-grade intersection.



PROJECT HIGHLIGHTS AND BENEFITS:

The project eliminates the only remaining at-grade intersections along Brown County's portion of the STH 29 corridor at County Highways VV and U, which would prevent high-speed right angle and rear-end crashes on and near this portion of STH 29. Although these intersections currently have J-turn modification to restrict certain movements, the intersections still have unsafe traffic merges and diverge points along the STH 29 mainline. Upgrading STH to freeway status decreases travel time and vehicle operating costs. The project will install ITS changeable message board to inform drivers of delays as they enter the Green Bay urbanized area, as well as extends fiber/broadband to rural communities.



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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

PROJECT NAME: I-80 Winter Freight Improvement Project

APPLICANT/SPONSOR: Wyoming Department of Transportation

Rural

BUILD GRANT AWARD: \$20,000,000

TOTAL PROJECT COST: \$31,269,865

PROJECT LOCATION: Albany and Carbon Counties, Wyoming

PROJECT DESCRIPTION:

The project will construct approximately 5.5 miles of passing lanes and 2 truck parking areas, dedicated short-range communication (DSRC) roadside radios, on Interstate 80 between Walcott Junction and Quealy Dome Road in southeastern Wyoming.



PROJECT HIGHLIGHTS AND BENEFITS:

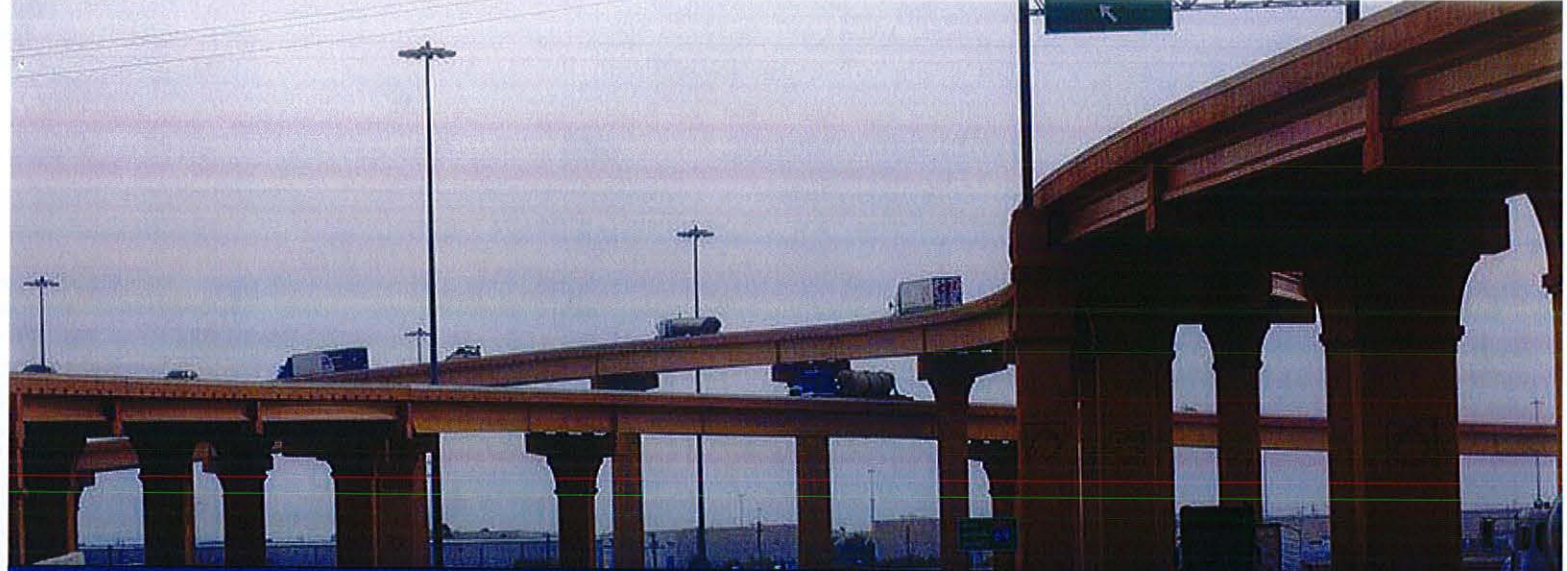
The project will better control the spacing and flow of traffic to reduce the number of crashes in areas of elevation change, particularly in wintertime. By constructing passing lanes where steep grades compound traffic congestion and slick conditions following I-80 weather or crash-related closures, truck crashes and truck delays will decrease along this section of highway. Because truck crashes often ignite or damage the roadway surface, strike and destroy guardrails and fences, or otherwise damage physical infrastructure, crash reduction will reduce maintenance and repair needs and costs in the project area, as well as slow lane deterioration. Adding truck parking will facilitate more efficient goods movement, and reduce crash related delays that occur from secondary crashes once I-80 reopens following a weather and/or crash closure event.



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Laredo, Texas

**FY 2018 BUILD Transportation
Discretionary Grants
I-69W Widening Project**



July 18, 2018

Cover Page: I-69W Widening Project

FY2018 BUILD Grant Application Summary

Previously Incurred Project Cost	\$0
Future Eligible Project Cost	\$7,500,000
Total Project Cost (Sum of the two previous rows)	\$7,500,000
Request	\$7,500,000
Total Federal Funding (including BUILD)	\$7,500,000
Are matching funds restricted to a specific project component? If so, which one?	Yes, Construction
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes
Is the project or a portion of the project located on the National Highway System?	Yes
Does the project add capacity to the Interstate system?	Yes
Is the project in a national scenic area?	No
Do the project components include a railway-highway grade crossing or grade separation project?	No
Do the project components include an intermodal or freight rail project, or freight project within boundaries of a public or private freight rail, water, or intermodal facility?	No
If answered yes to either of the two component questions above, how much of requested funds will be spent on each of these projects components?	\$0
State(s) in which project is located.	Texas
Small or Large Project	Small
Urbanized Area in which project is located, if applicable.	Laredo
Population of Urbanized Area.	270,000
Is the project currently programmed in the:	
TIP?	No
• STIP?	No
• MPO Long Range Transportation Plan?	Yes
• State Long Range Transportation Plan?	Yes
• State Freight Plan?	Yes
•	

Executive Summary

The Port of Laredo is the busiest inland port in the nation, facilitating over \$198 billion in imports and exports in 2015. As a “gateway” to the U.S. and the dominant Port of Entry (POE) along the U.S./Mexican border, smart investments in transportation infrastructure are important in meeting current and future challenges of moving people and goods in the region, the nation, and enhancing economic competitiveness of the U.S. The roadways and commercial/industrial areas that connect and serve Laredo’s four POEs act as the backbone of commerce for the region and the nation. The I-35/U.S. 59 interchange is at the hub of trade entering Laredo’s cross-border system via I-35, U.S. 83 and U.S. 59/I-69W corridors, connected to Laredo’s busiest commercial port of entry, the World Trade Bridge, by 1.8-mile segment of I-69W.

To address the acute challenge of efficiently moving people and goods and supporting international trade, the City of Laredo, Texas is submitting the I-69W Widening Project for consideration in the first round of the FY 2018 BUILD grant program. ***This BUILD grant request is for \$7.5 million, and if selected, the funding will be utilized towards the project’s total construction cost of \$15 million.*** This project will significantly improve efficiency, reliability, and safety by upgrading a 1.8-mile segment of I-69W to interstate standards by adding one additional 12-foot mainlanes in each direction and widening to 10-foot inside/outside shoulders. This section of highway has been identified as a current and future segment of the National Highway System (NHS) and National Highway Freight Network (NHFN). This project, which directly impacts the fluidity of traffic for both Texas and Mexico, has national significance and sets the conditions for supporting the expected future freight growth out to 2050.

Currently, over 22 percent of the state economy and approximately 465,000 jobs in Texas are dependent on U.S.-Mexico trade. The Port of Laredo accounts for 37% of all trade between U.S.-Mexico. Furthermore, a 2016 Texas Department of Transportation time series analysis of the Truck-Freight Flow from the border in Laredo to the rest of the United States revealed that trucks originating in Laredo, Texas, traveled to every state in the contiguous United States of America in just one week, ***If left to operate without this and other improvements, the “Laredo Gateway” will have negative consequences.***

The project elements included in this funding request will ensure that U.S.-Mexico trade will support, and be the catalyst for economic growth, for Laredo, Texas, and the U.S. When completed, this project will provide for an upgraded, controlled access facility that will move international traffic to/from through this portion of Laredo with an improved level of service (LOS) through currently-congested section of roadway.

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1 Project Description

The Port of Laredo is the busiest inland port/gateway/border crossing along the U.S.-Mexico border, and it facilitated over \$195 billion in imports and exports in 2015. As a gateway and the premier Port of Entry (POE) along the 1,969-mile U.S.-Mexico border, smart investments in transportation infrastructure are important in meeting current and future challenges of moving people, goods, and commodities in the bi-national region and the U.S., and enhancing economic competitiveness of the U.S. economy. The roadways, railroads, and commercial and industrial areas that connect and serve Laredo's four POEs act as the backbone of commerce for the region and U.S. One of the busiest POEs is the World Trade Bridge in Laredo, which on average, handles about 11,000 to 12,000 trucks per day.

Growth in trade and related activities, coupled with significant economic and population growth on both sides of the international border has significantly increased border traffic on Laredo's four international bridges and the existing railroad bridge over the Rio Grande River that marks the international border. Auto parts are the top goods that ship through Laredo, according to the Laredo Development Foundation. The Laredo Customs District, which stretches from

Brownsville to Del Rio, Texas, leads the nation in exports of vehicle parts, with the bulk of the freight moving through Laredo. During first quarter 2017, motor vehicle imports and exports through Laredo totaled \$8.1 billion, according to a WorldCity analysis of U.S. Census data.

The borders are major contributors to the regional, state, and national economies of both U.S. and Mexico, and it is

imperative they provide efficient connectivity between the transportation systems of both nations and the critical trade gateways in the Laredo region. Forecasts in commercial and non-commercial traffic growth recommend that improvements in infrastructure capacity, operations, and Intelligent Transportation Systems (ITS) are needed to meet increasing demand.

Additionally, improvements made to system linkages will allow for more efficient and safe movements of people and goods, improved supply chain efficiency for industries, and improve

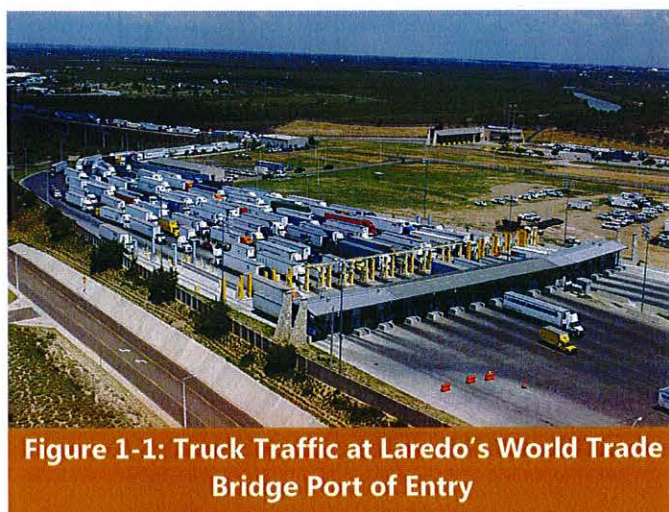


Figure 1-1: Truck Traffic at Laredo's World Trade Bridge Port of Entry

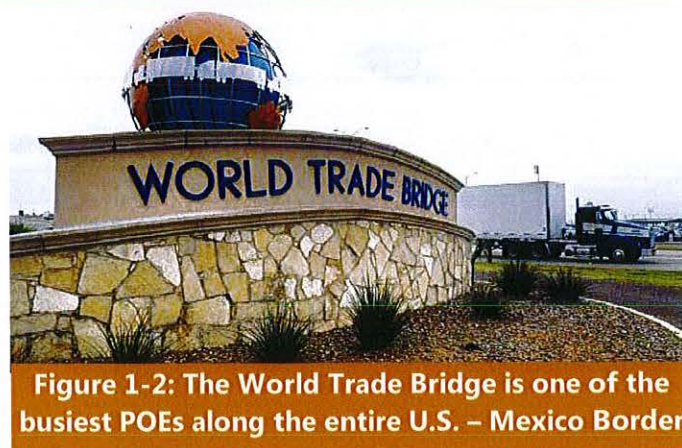


Figure 1-2: The World Trade Bridge is one of the busiest POEs along the entire U.S. – Mexico Border

freight and passenger mobility. The improvements will also provide greater access for jobs, education, and training opportunities; enhance safety; and provide infrastructure needed to support projected growth in cross-border trade, freight volumes, population growth, and employment.

The I-35/I-69W interchange is the nexus of trade moving in all directions through the Laredo Gateway to include the busiest POE between the U.S. and Mexico, the World Trade Bridge. I-69W will pass over I-35 and tracks of the Union Pacific Railroad (UP). ***This project will upgrade a 1.8-mile segment of I-69W (which is the only ingress and egress to the World Trade Bridge) to Interstate standards by adding one additional 12-foot mainlane in each direction and widening to 10-foot inside/outside shoulders.*** The plans, specifications and estimates (PS&E) are underway. Environmental clearance is underway as a stand-alone Categorical Exclusion.



Figure 1-3: Planned Project

1.1 Mobility Outcomes

As shown in **Figure 1-4**, the project is expected to improve highway and intersection level of service and reduce congestion while increasing throughput in the corridor. ***Without the Improvement congestion will continue to occur.*** Adjusting the number of travel lanes will positively affect roadway capacity and congestion. The new I-69W mainlanes (under construction) allow for additional throughput and mobility through the corridor and this project will further increase capacity and enhance traffic flow to and from the POE. Most intersections see dramatic LOS improvements and the I-69W main lanes allow for the uncongested flow of trucks and passenger vehicles.

Traffic volumes on this section of I-69W have increased from 87,383 vehicles/day in 2013 to approximately 106,214 vehicles per day in 2017. Commercial traffic on this roadway is increasing approximately five percent per year. Trucks on this portion of the roadway comprise approximately 60 percent of the total traffic volume.

1.2 Safety Outcomes

Another key objective of the project is to improve safety throughout the project limits, especially by creating direct connections at the Milo Interchange as well as a continued through movement on U.S. 59/I-69W, decreasing movements at signalized intersections. The average number of incidents (crashes) for the project vicinity based on 2010-2012 data was 48.5 crashes/year. **Table 1-1** identifies the top intersections in Laredo with crash occurrences, including fatal crash locations, between the years 2010 and 2012. Intersection numbers 5, 6, and 15 from **Table 1-1** are within the project limits. Adding the U.S. 59/I-69W mainlanes overpass and direct connectors with I-35 (of which 3 of 8 have been constructed) and the upgrade of a 1.8-mile






segment of I-69W (the project) will allow a large volume of vehicles to bypass these intersection safety hotspots.

The project will address safety concerns caused by an increase in traffic and an increase in crash rates in the region. Some of the most significant growth in daily traffic volumes between the years 2002 and 2015 occurred along U.S. 59 and I-35 (**Table 1-2**). Based on these trends, population and freight volumes located within the corridor will continue to grow well into the future; the new infrastructure will help accommodate this growth.

Table 1-1: Top 20 Crash Locations in Laredo, 2010-2012

Intersection	Number of Crashes
1. McPherson Rd. and Del Mar Blvd.	268
2. Loop 20 (Bob Bullock Loop) and SH 359	222
3. IH 35 and U.S. 83 (Matamoros St.)	212
4. IS 35 and Calton Rd.	165
5. IH 35 and US 59 Loop (Bob Bullock Loop)	159
6. FM 1472 and IH 69W (Bob Bullock)	129
7. U.S. 83 (Zapata) and Loop 20 (Bob Bullock)	126
8. IH 35 and Mann Rd.	114
9. Loop 20 (Bob Bullock Loop) and Spur 400 (Clark Blvd.)	109
10. IH 35 and Victoria St.	108
11. IH 25 and U.S. 59 (Lafayette St.)	105
12. McPherson Rd. and Calton Rd.	103
13. IH 35 and U.S. 83 (Houston St.)	102
14. McPherson Rd and Jacaman Rd.	97
15. McPherson Rd. and US 59 Loop (Bob Bullock Loop)	95
16. McPherson Rd. and Shiloh Dr.	93
17. Loop 20 (Bob Bullock Loop)	90
18. U.S. 59 and N. Bartlett Ave.	75
19. McPherson Rd. and Hillside Rd.	70
20. Mines Rd. and Bristol Rd.	68

Table 1-2: High-Traffic Volume Growth Locations Close to the Project Area (ADT 2002 to 2015)

Roadway	Location	Absolute Growth	% Growth between 2002 -2015
U.S. 59	Between I-35 and McPherson Ave. <i>(east of Milo Interchange)</i>	29,147	 188% Growth
U.S. 59	Between Del Mar Blvd. and U.S. 59 <i>(4.6 miles east of Milo Interchange)</i>	15,974	 80% Growth
I-35	Between FM 1472 and U.S. 59 <i>(south of Milo Interchange)</i>	9,474	 20% Growth
I-35	Between Carlton Rd. and Mann Rd. <i>(3.6 miles south of Milo Interchange)</i>	13,864	 188% Growth
U.S. 59	Between I-35 and McPherson Ave. <i>(1 mile east of Milo Interchange)</i>	20,566	 236% Growth

Source: Created using data from 2002 and 2015 Laredo District Traffic Map by TxDOT



The project can be scheduled to begin construction prior to September 30, 2020, **and cannot be completed without Federal funds**. When completed, the project will provide for an upgraded, controlled access facility that will move traffic through this portion of Laredo with an improved Level of Service (LOS). This I-69W/I-35/US 59 corridor has been identified by TxDOT, the City of Laredo, Webb County, and the Webb County-City of Laredo Regional Mobility Authority as a priority corridor for this community and is reflected in their planning documents.

1.3 Eligibility

The project meets the following project eligibility requirements:

- A highway freight project carried out on the National Highway Freight Network.
- A highway or bridge project carried out on the National Highway System that adds capacity and increases mobility to the U.S. interstate system.
- A highway eligible under title 23, United States Code.
- A port infrastructure investment

The City of Laredo has previously submitted this project as part of a larger INFRA grant project that was not selected. TxDOT previously submitted a “Laredo Bundle” Federal FASTLANE application, which included this project, as part of the FY2016 program. In hopes of obtaining needed funding for these critical international trade gateway improvements, the City of Laredo, in partnership with TxDOT, is submitting a new application for the project with a limited project scope.

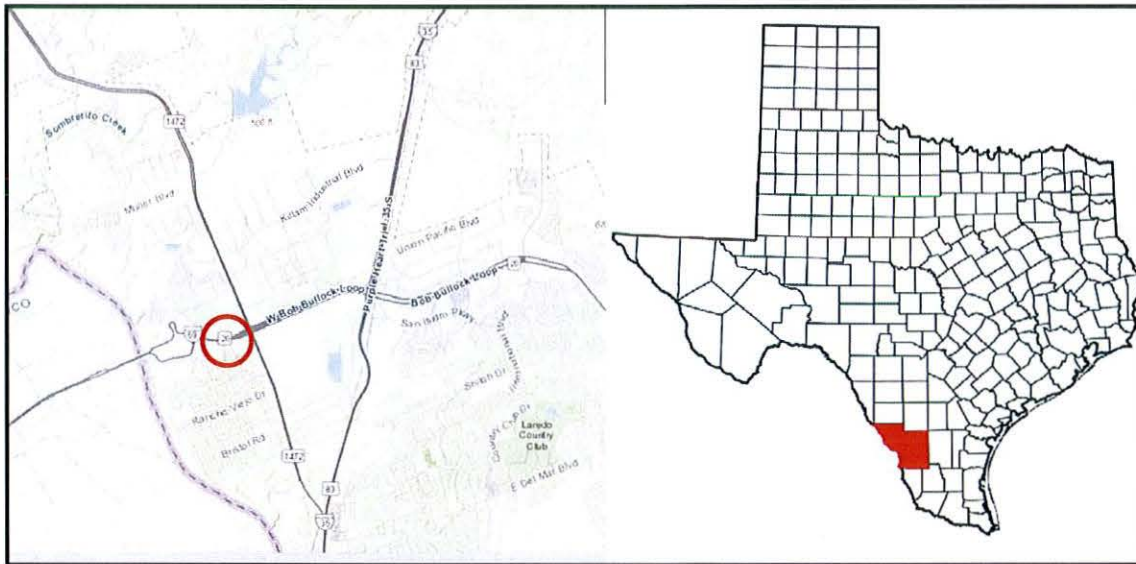
1.4 Previously Incurred Costs

The City of Laredo and TxDOT have previously invested over \$62 million in prior work on projects in the area. These previous costs include the completion of three (of eight) direct connectors between U.S. 59 and I-35 in north Laredo.

2 Project Location

Laredo, the county seat of Webb County, Texas, is located on the north bank of the Río Grande River in South Texas, across from Nuevo Laredo, Tamaulipas, Mexico. The Laredo Urbanized Area (ID 47854) has a population of almost 270,000 (2016). As shown in **Figure 2-1**, the project is located near the World Trade Bridge, a critical international border crossing located approximately 2.75 miles to the west of I-35 and the U.S. 59/I-69W interchange. U.S. 59/I-69W, the subject of this grant application, provides access to and from the World Trade Bridge and other major freight corridors in the region. The Juarez-Lincoln International Bridge, which is the fourth busiest port of entry for non-commercial vehicles at the U.S.-Mexico border, is located approximately 8 miles to the south.

Figure 2-1: Project Location Map



In addition, industrial facilities in the area are the nerve centers for cross-border freight traffic in the Laredo region. These facilities serve as the origins and destinations of the majority of commercial traffic, and the project is located within a 10-mile radius of these facilities (Figure 2-2). Laredo's location at the border of the U.S. and Mexico on the southern end of I-35 and close to the manufacturers in northern Mexico highlights its vital role in trade between the two nations. The project is located on the north end of the City of Laredo, approximately 3 miles east of the U.S.-Mexico border crossing (World Trade Bridge).

Figure 2-2: Laredo Area Industrial Areas



The project would improve connectivity between the trade gateways and transportation corridors. The project will also integrate with the mainlanes currently being constructed over I-35 and the Union Pacific Rail lines, the McPherson Road interchange that opened to traffic in 2014 and with the recently completed International Boulevard interchange project. The major destination points for trucks crossing at the World Trade International Bridge are within 4 miles from this POE. I-69W connects the POE with truck routes FM 1472, I-35, and U.S. 59, which provides direct access to destinations within Laredo.

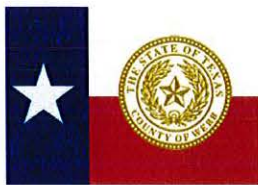
3 Project Parties

The City of Laredo, Webb County, Webb County-City of Laredo Regional Mobility Authority, and TxDOT have formed a strong partnership to address the challenges of moving people and goods, and to facilitate cross-border trade. The applicant – the City of Laredo – who is leading this project as part of the I-35 Statewide Corridor Implementation Plan, is submitting this grant application.



The City of Laredo is the county seat of Webb County, Texas, located on the north bank of the Rio Grande River in South Texas, across from Nuevo Laredo, Tamaulipas, Mexico. According to the 2010 census, the city population was 236,091, making it the tenth-most populous city in the state of Texas and third-most populated on the Mexico–United States border, after San Diego, California, and El Paso, Texas. Its metropolitan area is the 178th-largest in the U.S. and includes all of Webb County, with a population of 250,304. Laredo is also part of the cross-border Laredo-Nuevo Laredo Metropolitan Area with an estimated population of 636,516.

Because Laredo is 95.6 percent Hispanic and Latino, it is one of the least ethnically diverse cities in the United States. When economic diversity, household diversity, and social class diversity are considered, Laredo is rated the 19th least diverse city overall out of the 313 largest cities in the nation. Laredo's economy is based on international trade with Mexico. Most major transportation companies have a facility in Laredo. The city's location on the southern end of I-35, close to the manufacturers in northern Mexico, promotes its vital role in trade between the two nations. Laredo International Airport is within the Laredo city limits, while the Quetzalcoatl International Airport is nearby in Nuevo Laredo on the Mexican side.



Webb County was created on January 28th, 1848 by the Texas legislature and is the 6th largest county in the state of Texas with 3,307 square miles. Like all Texas counties, Webb County is governed by four part-time county commissioners and elected by single-member districts of equivalent population, and a county-wide county judge, who is the full-time administrator of the county.



The mission of the Webb County-City of Laredo Regional Mobility Authority is to assist the establishment of a comprehensive transportation system to directly benefit the traveling public within Webb County-City of Laredo region through the development of additional transportation alternatives within the region.



As a project partner, the Laredo District of TxDOT would be responsible for the development and implementation of the projects. TxDOT, in cooperation with local and regional officials, is responsible for planning, designing, building, operating and maintaining the state's transportation system. This

includes acquiring right-of-way for state highways and other modes of transportation; researching issues to save lives and solve transportation problems; constructing roads and bridges; and improving and maintaining roadways, bridges, airports, and other transportation infrastructure. The Laredo District plans, designs, builds, operates and maintains the state transportation system in the following counties: Dimmit, Duval, Kinney, La Salle, Maverick, Val Verde, Webb and Zavala.

There are many other entities supporting this project and its proposed benefits, including many organizations, agencies, businesses, and government officials. In partnership with supporters Webb County, Webb County-City of Laredo Regional Mobility Authority, and the Laredo Metropolitan Planning Organization (MPO), the City of Laredo continues to gain support from legislators, government, local businesses, and other economic development organizations within the region and the state.

4 Grant Funds and Sources and Uses of Project Funds

The project represents a surface transportation infrastructure investment to improve freight and passenger vehicle mobility. Accordingly, multiple revenue sources will be utilized for construction, to balance project needs against the broader fiscal constraints of TxDOT’s statewide construction program. **Table 4-1** shows the planned sources of project funds, and includes \$7.5 million of BUILD grant funds.

4.1 Viability and Completeness of the Project’s Financing

The funding package for the projects is a mix of BUILD grant federal and City of Laredo local dollars. **Table 4-1** illustrates the various funding mechanisms and sorts them by funding type.

Table 4-1: Overall Project Fund Sources

Source	Cost	Type
BUILD (Grant)	\$7,500,000	Federal
City of Laredo	\$7,500,000	Non-federal
TOTAL SOURCES	\$15,000,000	

The \$15 million is the cost of project construction.

4.2 Stable and Reliable Fund Commitments

The City of Laredo will provide \$7.5 million of the matching funds. The City of Laredo’s funds generally come from tax revenue, fees/collections, and other sources.

4.3 Contingency Reserves

The City of Laredo currently has a fund balance exceeding \$44 million. The City has the capacity to utilize or leverage funding towards the issuance of bonds/debt service in the future, if the project were to exceed the anticipated budget.

4.4 Financial Condition of the Project Sponsor

The City of Laredo is rated by Moody's and Standard and Poor's (August 2016) and has received a strong credit rating from both agencies.

4.5 Ability to Manage Funding and Grants

The City of Laredo has successfully managed multiple CBI funds (including roadway projects) over the past few years. The city is also familiar with federal funding requirements, specifically programs like FASTLANE. Past projects include the construction of U.S. 59 (future I-69W) mainlanes over McPherson Road and construction along Loop 20 from Business U.S. 59 to State Highway 359.

4.6 Future Eligible Cost

The future eligible cost of this project is \$17,350,000 for construction (including contingency costs), which is an eligible cost under this funding program.

4.7 Availability and Commitment of Funds

Table 4-1 shows that the City of Laredo is requesting \$7.5 million in BUILD funds to construct the project. This amount will be matched with \$7.5 million in committed other federal/local funds for a total project cost and funding of \$15 million. As previously described, funding commitment and availability is shown in **Table 4-1**.

4.8 Federal Funds Already Provided

This project is identified in the Metropolitan Transportation Plan (MTP). This segment of I-69W is part of the future I-69 corridor by the Texas Transportation Commission, TxDOT, and FHWA.

5 Merit Criteria

5.1 Support for National or Regional Economic Vitality

Funds from this BUILD grant are necessary to complete the proposed projects expeditiously, eliminate delays in the project delivery process and reduce project costs due to escalation. ***The construction of the project is crucial to provide valuable benefits to the region of reduced traffic congestion; minimized accident counts through improved traffic safety; improved shipping times resulting in decreased pollution from queued motor vehicles and savings to shippers; and increased job growth.*** Impediments to trade with Mexico have direct and indirect impacts on jobs – not only in border regions – but also other parts of Texas, the U.S., and North America.

The project improvements would increase the efficiency and reliability of truck and passenger vehicle movements in the study area, and the economic benefits from increasing throughput of goods and people in and out of the region and the international border crossing would enhance the competitiveness of the region, state, and U.S. By 2040, trade values of all outbound, inbound, or internal freight movement will more than double in the Laredo region. The economic benefits

from additional trade and the movement of people in the region and the international border crossing would enhance the global economic competitiveness of the region, state, and nation. From a regional perspective, the Laredo economy relies heavily on the international movement of freight due to its geographic location and job specialization characteristics. North American Free Trade Agreement (NAFTA) has created a strong demand for trucking, warehousing, and support service industries in the region; and employment in trade, transportation, and utilities has accounted for approximately 33 percent of the jobs in Webb County since 2000.

The project has other ancillary project benefits, including general improvements in freight resiliency and improvements in travel time reliability for all motorists.

5.2 Leveraging of Federal Funding

The funding package for the projects is a mix of federal, and local dollars, with overall funding comprised of Build program funds, as well as a financial commitment from the City of Laredo. Table 4-1 illustrates the various funding mechanisms and sorts them by funding type. Funds from this INFRA grant are necessary to complete the proposed projects expeditiously, eliminate delays in the project delivery process, and reduce project costs due to escalation. The construction of the I-69W Widening project is crucial to provide valuable benefits to the region of reduced traffic congestion; minimized accident counts through improved traffic safety; improved shipping times resulting in decreased pollution from queued motor vehicles and savings to shippers; and increased job growth.

5.3 Potential for Innovation

TxDOT will develop a unified Border Master Plan beginning in Spring 2019. The entire border region, to include Texas and Mexico and all modal freight users, will be represented to ensure issues and needs are identified, goals and objectives are developed, projects and programs are recommended, policies are reviewed, performance metrics are established, and that continuous planning will be pursued. This will ensure all of the Texas-Mexico border crossings and freight corridors receive continuous attention to support economic growth, efficient and reliable mobility, safety improvement, environmental quality, and quality of life for Americans and Mexicans.

5.4 Performance and Accountability

A project implementation schedule is provided in **Figure 5-1**. The schedule details anticipated timeframes for major milestones such as preliminary and final design, environmental approvals, project award, contract execution, contractor notice to proceed for construction activities, and construction completion. The I-69W Widening project meets all identified schedule requirements for obligation of BUILD grant funds.

Figure 5-1: Project Schedule

Final Design	June 2019
NEPA Clearance	March 2019
Bid Letting	September 2019
Start of Construction	December 2019
Construction Complete	June 2021

6 Project Readiness

6.1 Technical Feasibility

The project can be anticipated to begin construction within 12 months of notice of award of the BUILD grant. Project design criteria conforms to the TxDOT Roadway Design Manual, TxDOT Bridge Design Manual, Texas Manual on Uniform Traffic Control Devices (TMUTCD), and other state and federal design standards, as applicable.

The statement of work for the projects includes construction of 1.8 miles of two mainlanes, one eastbound and one westbound on I-69 W from the entrance of World Trade Bridge to 0.3 miles west of I-35, constructing one additional 12-foot main lane, in each direction, with 10-foot shoulders.

6.2 Required Approvals

An Environmental Assessment (EA) was completed in the early 1990s by the Federal Highway Administration (FHWA) in conjunction with TxDOT that covered the construction of the existing I-35 frontage roads and mainlanes; widening of the I-35 mainlanes over the U.S. 59 frontage roads; construction of eight direct connectors between I-35 and U.S. 59; and construction of the U.S. 59 frontage roads and mainlanes. Of the cleared improvements, the U.S. 59 frontage roads, widening of I-35 mainlanes, three of the eight direct connectors, and the McPherson Road overpass were complete. In the early 2000s, FHWA and TxDOT Environmental Affairs Division determined that all remaining work in this area would be required to be re-cleared as standalone Categorical Exclusions (CEs).

The project has not yet received environmental clearance, but it is anticipated to be cleared as a CE by March 2019, which would be approximately six months prior the anticipated letting date. Coordination with the following agencies is anticipated for the environmental review of the direct connectors:

- Texas Council on Environmental Quality for the Construction General Permit;
- City of Laredo for general project coordination and construction notification including MS4 permitting and floodplain administration; and

Previous studies in the project location indicate that there would be no significant (or substantial) impacts to either the human or natural environment by this work, including to threatened or endangered species, particularly due to the project being contained within existing TxDOT right-

of-way. TxDOT will determine the extent, if any, of potential impacts to the following resources: air quality, biological resources, traffic noise, community, water resources, historic, and archeological.

6.2.1.1 Discussions with the Federal Highway Administration

FHWA assigned its responsibility for National Environmental Policy Act (NEPA) to TxDOT through a Memorandum of Understanding (MOU) signed on December 14, 2014. This delegation authorized TxDOT to review and approve environmental documents without seeking approval from FHWA. As such, outside of the previously discussed agency review, no discussions with U.S. Department of Transportation offices or headquarters are required for the grant application's projects.

6.2.1.2 Public Engagement

Public engagement has occurred throughout the development of the various projects completed and under construction along the corridor. Comments received to date have shown general public support for the project, and local officials strongly support construction of the project. Due to the minimal impacts associated with the project, public involvement through public meetings or hearings are not required. Meetings with affected property owners and open houses have occurred as environmental review proceeds for the I-69W widening project.

6.2.1.3 State and Local Approvals and Planning

The project is identified as priority project for the region by the City of Laredo, Webb County, Webb County-City of Laredo Regional Mobility Authority, and TxDOT. The project is included in the Laredo Metropolitan Organization's (MPO) 2015-2040 Metropolitan Transportation Plan (MTP) as funded and illustrative projects. The project is listed in the MTP as a project that will provide congestion relief, economic development, and improved safety. The project has wide support from multiple sectors of government including the City of Laredo, Webb County, and Texas legislature. Once clearance is received, the project will satisfy all required state and local approvals to move forward with construction within 12 months of BUILD funding obligation.

6.3 Project Risks and Mitigation Strategies

The project will be implemented within the existing right-of-way footprints of I-69W. Furthermore, the construction of the I-69 mainlanes are within the corresponding frontage roads, which dramatically minimizes the risk to encounter unforeseen issues that could delay the development and construction of the projects. No major utility relocations are anticipated for these projects. **Table 6-1** below shows the general categories of risk assessed and mitigation strategies.

Table 6-1: Project Risks and Mitigation

1 = Low 2 = Minor 3 = Moderate 4 = Significant

Risk #	Risk Category	Risk Name	Description	Likelihood	Impact		Mitigation Strategies
					Cost	Schedule	
1	Financial	Loss of Public or Private Funding	Loss of funding because of unforeseen circumstances	1	2	2	Given public and private benefits, this project will need both Federal and local sources to be completed in a timely manner. If a funding source does not materialize, the project will be delayed.
2	Management	Stakeholders	Stakeholders may have varying procedures and objectives	1	2	2	TxDOT has successfully worked numerous times with the groups involved, and feels all obstacles could be overcome with stakeholder communication to address potential concerns.
3	Contracting & Procurement	Administrative Burden	TxDOT will manage all contracts	1	1	1	TxDOT will administer all contracts. It has successfully completed many capital projects, in the past, with a similar scope.
4	Contracting & Procurement	Availability of Qualified Contractors	Project involves specialized construction, and is being undertaken in a rural area	1	1	1	TxDOT has experience delivering capital projects. It will manage resources in line with the funding requirements and established time requirements.
5	Construction	Traffic	Roadway traffic congestion resulting from construction and site infrastructure	2	1	2	Project phasing will reduce impact. Coordination by TxDOT with the local jurisdiction, and other highway users and stakeholders will occur prior to scheduling work and any potential outages or road closures or detours in order to minimize potential impacts.
6	Construction	Business Disruption	The region's existing businesses may be impacted by construction	1	1	2	Project phasing and stakeholder coordination will reduce impact. Coordination with customers will occur to minimize business disruption.
7	Environmental	State Historic Preservation Officers (SHPO)	Historic/ archaeological/ cultural resources discoveries	1	1	1	Required regulations will be followed and responded to accordingly by TxDOT and other stakeholders, if any such resources are found in the area.

Risk #	Risk Category	Risk Name	Description	Likelihood	Impact		Mitigation Strategies
					Cost	Schedule	
8	Environmental	Wetlands	Project impact on existing wetlands	1	1	1	Required environmental regulations will be followed and responded to accordingly.
9	Environmental	Endangered Species	Impact to any endangered species within the project area	1	1	1	Required environmental regulations will be followed and responded to accordingly, if any known threatened or endangered species are discovered within the project area.
10	Environmental	NEPA	Compliance with NEPA because of federal funding	1	1	1	Identify lead agency and cooperating agencies that can use the project's NEPA clearance document as their decision document. Potential environmental issues include environmental justice, community impacts, noise analysis, cultural resources, habitat and biota, water resources, and hazardous materials.
11	Real Estate	Property acquisitions	Need for property acquisition	1	1	1	No property acquisitions are required per preliminary design.
12	Utilities	Utility Relocations	Need for some utilities to be relocated as a result of project	2	2	2	Coordination is ongoing with affected utility companies to relocate utility lines as necessary.

7 Project Requirements

The project is considered an Urban Project under the BUILD grant program requirements. The project meets the criteria listed in the Notice of Funding Opportunity (NOFO), as detailed below.

The Project Generates National or Regional Economic, Mobility, and Safety Benefits

Based on the convergence of three major freight corridors at the project location (i.e., I-35/I-69W/Ports-to-Plains Trade Corridor between Canada, U.S., and Mexico) as it approaches the busiest inland POE in the U.S. that supports millions of jobs in Laredo, Texas, and the U.S., ***this project would clearly generate local, regional, national, and international benefits by enhancing the movement of goods to the Laredo POE.*** Over 22 percent of the state economy and approximately 465,000 jobs in Texas are dependent on U.S.-Mexico trade.

This project would also provide safety benefits by enhancing commercial traffic flows into and through this portion of Laredo, which contains the World Trade International Bridge POE and the drayage/customs brokers' facilities that serve international trade crossing at Laredo.

7.1 The Project is Cost Effective

The project upgrades would be highly cost effective to implement, as the World Trade Bridge is a vital international freight crossing between U.S. and Mexico. This POE handles up to 11,000-12,000 truck crossings per day on average totaling over 1.8 million per year and is the busiest inland POE in the U.S. This international crossing handles more trucks than any other of the U.S.-Mexico-Canada border crossings (approximately 17.8 percent in 2015). The trade value of the international cargoes crossing at this POE, and carried on these connecting roadways, was valued at approximately \$280 billion, or 7 percent of the U.S. international trade in 2014.

7.2 The Project Contributes to One or More of the Goals Listed under 23 USC 150

Safety. The added capacity mainlanes will improve the efficiency of the roadway and the safety for the commercial trucking and traveling public.

Congestion Reduction. Current analysis indicates that congestion on this portion of the I-69W Loop is associated with the mainlanes along this portion of the Loop.

System Reliability/Freight Movement and Economic Vitality. The proposed upgrades enhance the reliability of this roadway by decreasing congestion on the mainlanes. Freight movement and economic vitality would be enhanced by this proposed work, by the addition of an I-69W Loop mainlanes for traffic entering and leaving the World Trade International Bridge that would be utilizing the pre-certified/pre-inspected "FASTLANE" (not a reference to the FASTLANE Grant program) being proposed by the City of Laredo at the World Trade Bridge.

Environmental Sustainability. This project would enhance the performance of this intertwined transportation and international bridge system without contributing to any substantial

environmental impacts; by moving traffic more efficiently, the project would contribute to improved air quality by reducing emissions by cars and heavy trucks at the existing signalized intersection.

Reduced Project Delivery Delays. This grant funding would allow the City to accelerate the construction of the project sooner than the current long-term approach. This in turn, will reduce project inflationary costs that would be incurred without this grant funding. It would also promote jobs as well as the local, state, national and international economies by expediting the movement of people and international trade goods.

7.3 The Project is Based on the Results of Preliminary Engineering

This project is located at the I-69W (formerly Loop 20) that has seen ongoing engineering design and construction phases since the construction of the Loop and the World Trade Bridge in the late 1990s. This section has had an approved design schematic since this time and continues to be used as the basis of the engineering in each of the construction phases.

7.4 The Project has One or More Stable and Dependable Funding or Financing Sources

The City of Laredo currently has a fund balance exceeding \$44 million and has the capacity to utilize or leverage that funding towards the issuance of bonds/debt service in the future if the project were to exceed the anticipated budget.

The Project Cannot be Easily and Efficiently Completed without Other Federal Funding

This project would need to compete for traditional and available state funding with other much needed projects in Laredo with the actual implementation of this project's work completed in piecemeal fashion over time.

7.5 The Project is Reasonably Expected to Begin Construction No Later than 12 Months from Obligation

The PS&E development for the the project included in the application is currently under development by TxDOT. It is anticipated that this project would begin construction within 12-months of the obligation of the funds as no additional right-of-way would be required and the appropriate environmental clearances and PS&E packages would be completed within this timeframe.

8 Federal Wage Certification Letter

Signed certification stating that the City of Laredo will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (federal wage rate requirements) as required by the FY2016 Appropriations Act is completed and attached as **Appendix C**.

9 Standard Form 424 (Application for Federal Assistance)

The City of Laredo has completed the Standard Form 424 and has uploaded it to grants.gov.

10 Standard Form 424C (Budget Information for Construction Projects)

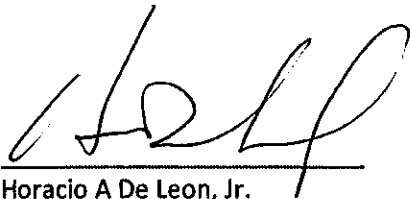
The City of Laredo has completed the Standard Form 424C and has uploaded it to grants.gov.

Appendix A. Letters of Support

Appendix B. Federal Wage Certification Letter

Federal Wage Rate Certification

The City of Laredo, Texas, certifies that it will ensure compliance with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (federal wage rate requirements), as required by the FY 2018 Appropriations Act for any projects that receive federal funding under the BUILD Transportation Discretionary Grants 2018.



Horacio A De Leon, Jr.
City Manager
City of Laredo, Texas

7/18/18
Date

Angelica Quijano

From: Vanessa Guerra
Sent: Wednesday, December 12, 2018 4:34 PM
To: Angelica Quijano
Subject: FW: MPO agenda December 17, 2018 - WCCL RMA Update

Plz include in packet under RMA item. Thanks! V.

From: Antonio Rodriguez [<mailto:anrodriguez@HNTB.com>]
Sent: Wednesday, December 12, 2018 3:25 PM
To: Vanessa Guerra
Cc: Ruben Soto (rubensotocpa@sbcglobal.net); Melisa Montemayor - TxDOT - Laredo District (melisa.montemayor@txdot.gov)
Subject: MPO agenda December 17, 2018 - WCCL RMA Update

Good afternoon, Vanessa. Neither Mr. Soto or I will be attending on Monday the 17th. Below is our RMA report for the MPO Policy Committee:

1. Vallecillo Road (FM 1472 to IH 35) – We met with the Killam Company in October, and moving forward with a draft Inter Local Agreement that the RMA is currently developing. Upon receipt of the draft, they will begin reviewing the contents. The Inter Local Agreement is still under development for distribution. We anticipate final release of the draft this month.
2. Los Presidentes (Cuatro Vientos to Concord Hills) – RMA has drafted the Inter Local Agreement. The Engineer for the Webb County Drainage District has reviewed and provided comments. We anticipate release of the draft to the City of Laredo and the Webb County Drainage District this month.
3. Killam Industrial Blvd. Turn Lanes – We met with the Killam Company to discuss this project last month and received a verbal commitment to dedicate the ROW for this project. The Inter Local Agreement is still under development for distribution. We anticipate final release of the draft this month.
4. North Laredo Webb County Transportation Planning Study – FHWA has approved the CBI Application. The Texas Department of Transportation provided an initial draft of the Advanced Funding Agreement on Monday 11/12/18. TxDOT Legal is working to provide a final draft to submit to the WCCL RMA. Upon receipt, the WCCL RMA Legal Adviser will review the draft AFA and will return comments to the Texas Department of Transportation within a couple of days.
5. Once all of these agreements have been properly reviewed by each agencies legal teams and concurrence has been reached on the changes, the WCCL RMA will convene a Board meeting for approval of all agreements.

I apologize for not getting this to you on Monday.

Thank you.

Antonio Rodriguez, PE
WCCL RMA GEC Deputy Program Manager
Cell (512) 800-0382

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.