

BETTER ROADS SAFER ROADS

FUNDING FOR SAFER ROADS

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01 BIDEN-HARRIS ADMINISTRATION ANNOUNCES NEARLY \$45 MILLION IN AVAILABLE FUNDS TO IMPROVE BICYCLIST AND PEDESTRIAN CONNECTIVITY AND SAFETY

The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced that it has opened applications for up to \$44.5 million in funding.

02 DATA IN ALL DECISIONS: THE EVOLUTION OF DATA-DRIVEN SAFETY ANALYSIS

Where should we install roadway safety countermeasures? Will people be safer if we add that crosswalk? Which of the intersection designs we are considering is safest?

04 ROADWAY SAFETY GROUPS PROVIDE FUNDING FOR SAFE YOUTH MOBILITY IN UNDERSERVED AREAS

\$125,000 in grants to Hawaii, Idaho, Maryland, Oregon and Texas will provide safer walking, biking and scooting options for youth in underrepresented communities.

06 INVESTIGATE. COMMUNICATE. INNOVATE. TTI ASSISTS TXDOT IN SHARING LOCAL SOLUTIONS STATEWIDE

With more than 12,000 employees and serving a state comprising nearly 270,000 square miles, the Texas Department of Transportation (TxDOT) is responsible for the largest state transportation system in the nation.

08 KEEP OUR CREWS AND YOURSELF SAFE IN WORK ZONES

With the Texas population continuing to grow, more and more projects are popping up to address congestion and improve safety.

09 FHWA IS TAKING NOMINATIONS FOR 2024 BUILD A BETTER MOUSETRAP NATIONAL RECOGNITION PROGRAM HIGHLIGHTING TRANSPORTATION INNOVATIONS

Build a Better Mousetrap recognizes state, local and Tribal government agencies who use homegrown innovation to improve safety in their transportation programs.

10



BIDEN-HARRIS ADMINISTRATION ANNOUNCES NEARLY \$830 MILLION IN GRANTS TO MAKE TRANSPORTATION INFRASTRUCTURE MORE RESILIENT TO CLIMATE CHANGE

The Biden-Harris Administration recently announced nearly \$830 million in grant awards for 80 projects nationwide that will help states and local communities save taxpayers money while strengthening surface-transportation systems and making them more resilient to extreme weather events worsened by the climate crisis, flooding, sea-level rise, heat waves, and other disasters.

12

SAFE STREETS AND ROADS FOR ALL (SS4A) FISCAL YEAR (FY) 2024 NOTICE OF FUNDING OPPORTUNITY ANNOUNCEMENT

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Fiscal Year (FY) 2024 Notice of Funding Opportunity is now open for applications.

13

TxLTAP TRAINING & SERVICES

Contact TxLTAP for more information or to request training, services, or equipment.

BIDEN-HARRIS ADMINISTRATION ANNOUNCES NEARLY \$45 MILLION IN AVAILABLE FUNDS to Improve Bicyclist and Pedestrian Connectivity and Safety



The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced that it has opened applications for up to \$44.5 million in funding for projects that will strengthen safety and improve bicycling, walking and access to public transit in communities across the country. FHWA's new Active Transportation Infrastructure Investment Program (ATIIP), made possible by the President's Investing in America Agenda, is a competitive grant program that will focus on building networks of connected bicycle and pedestrian infrastructure improvements, including to better connect trail networks between communities.

This new grant program directly supports the U.S. National Blueprint for Transportation Decarbonization, which calls for safe active transportation networks in communities that enable fewer and shorter car trips.

"The Active Transportation Infrastructure Investment Program will support projects that enable people to walk, bike, and roll safely and conveniently to school, work, transit, health care facilities, and other destinations," said U.S. Transportation Deputy Secretary Polly Trottenberg. "Thanks to the Bipartisan Infrastructure Law, the program will help communities provide safe, healthy, sustainable, equitable and enjoyable transportation options for all with networks of connected trails."

"The safety of vulnerable road users is of utmost importance," said Federal Highway Administrator Shailen Bhatt. "The funding we're making available today will help improve connectivity and address barriers to safe, accessible and equitable pedestrian and bicycle networks, especially in disadvantaged communities and those where many people rely on public transportation."

Active transportation mobility options are those powered primarily by human energy, such as bicycling and walking, and provide positive health impacts. As part of the program, FHWA will award competitive grants to help communities plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region. Grants will also be provided for projects used for trails, pedestrian facilities, bikeways and other routes that serve as backbones to connect two or more communities, metropolitan regions or states. The funding is available for states, local and Tribal governments, as well as metropolitan and regional planning organizations, and applicants can apply for more than one grant.

This new grant program directly supports the U.S. National Blueprint for Transportation Decarbonization, which calls for safe active transportation networks in communities that enable fewer and shorter car trips. In addition to decarbonization, these investments will also improve local air quality and overall community health.

The announcement builds on previous efforts by FHWA to support bicycling and pedestrian projects made possible under the Bipartisan Infrastructure Law, such as the Safe Streets and Roads for All Program. FHWA is taking other actions to make travel safer for bicyclists, pedestrians, and other road users, including efforts undertaken as part of the National Roadway Safety Strategy, and updated bicycle and pedestrian guidance that FHWA Division Offices can use to assist state and local transportation agencies. The guidance provides information on Pedestrian and Bicycle Funding Opportunities available under the Bipartisan Infrastructure Law and other federal legislation, programs such as Safe Routes to School and planning and design resources that State and local agencies can use to address safety and connectivity among multiple modes of travel.

DATA IN ALL DECISIONS: THE EVOLUTION OF DATA- DRIVEN SAFETY ANALYSIS

Where should we install roadway safety countermeasures? Will people be safer if we add that crosswalk? Which of the intersection designs we are considering is safest?

These are the kind of questions transportation practitioners ask themselves every day to try to make roadways safer but, with so many variables at play, it can be difficult to know which of many possible decisions is best.

That's where [data-driven safety analysis \(DDSA\)](#) can help.



DDSA helps agencies make better-informed decisions, target investments, and reduce roadway crashes. Practitioners can start where they are with the data they have and improve over time. Credit: FHWA

DDSA is an approach to roadway design that says, to the greatest extent possible, practitioners should incorporate the use of data in their decision making.

FHWA first promoted DDSA in 2015 as part of the [Every Day Counts](#) (EDC) program. The EDC DDSA team trained staff at agencies across the country on data-driven tools like the [Highway Safety Manual](#) (HSM) Part C, approaches like [systemic analysis](#), and proven countermeasures like [Local Road Safety Plans](#).

The power of these approaches and tools is they can help to not only identify locations of past severe crashes (“hot spots”) but also to predict where future crashes might take place, so agencies can prevent them. DDSA predictive tools have become popular across

the country since 2015 because of the opportunity they provide to proactively save lives.

While the resources initially promoted during EDC are still valid, DDSA has evolved over the last 9 years. Tools and strategies have increased in number and quality. New data sources have become available. Agencies have more options for safety analysis than ever.

Additionally, as DDSA continues to evolve, researchers, public agencies, and industry are exploring the use of artificial intelligence and machine learning that may, in the future, allow them to identify improvements to predictive and systemic approaches.

In some cases, advances may be made in the statistical understanding of cause and effect with these newer analysis techniques. In other cases, these newer analysis techniques may improve the efficiency of working with available data and analysis of it at the scales needed to tackle the roadway safety crisis. Newer professions such as data scientists are now working in the transportation industry to help find new ways to solve problems with DDSA.

For agencies selecting safety countermeasures, these advances mean more to study, understand, and incorporate, which can overwhelm practitioners. However, according to FHWA's DDSA team, it is crucial, and possible, for agencies to match these evolving DDSA approaches to their available resources.

PROGRESS OVER PERFECTION

A current misconception is that, because data and tools have improved, they can predict crashes perfectly and therefore only predictive models should be used in DDSA. When assessing which tools to use, FHWA DDSA Program Manager Matt Hinshaw says practitioners should not let perfect be the enemy of the good.

“The predictive tools like the HSM Part C and applying crash modification factors are useful, and people should use them more



as we seek to further integrate safety into the project development process,” Hinshaw said. “But it is easy, especially for technically minded people, to only incorporate DDSA if we can predict the results of our decisions with 100-percent accuracy. If not, we don’t want to use it.”

Hinshaw says DDSA approaches and data sources have increased, but none is perfect, and that is okay.

“We have broadened our horizons as to which methods fall under DDSA. This can include any form of evidence-based results. Examples are predictive models, the systemic safety approach and risk-based approaches, surrogate measures of safety, design flag assessments, [Safe System Approach](#) frameworks such as intersection conflict point analysis, transportation system management and operations strategies, and [video analytics](#).”

Another misconception Hinshaw has heard is that an agency does not have enough data for DDSA.

“While more data is usually better, it is not a deal breaker if you don’t have robust data on hand,” Hinshaw said. “DDSA has evolved so that practitioners can usually incorporate it at some level no matter their situation. The idea is to start where you are with what you have and improve over time. We can find a way to use data to improve safety for any agency, especially with the systemic safety approach.”

ONE APPROACH, MANY TOOLS

The overarching concept for DDSA is that a standardized, consistent, data and evidence-driven approach will lead to design decisions that prioritize safety.

DDSA can also include qualitative assessments that support project needs and design elements, including [Road Safety Audits](#) and public and stakeholder surveys, as long as they are guided by DDSA principles. In addition, a variety of tools can be used during

the same project, such as analyzing a proposed interchange with a variety of resulting metrics to compare.

“Think of DDSA like a menu of options, with different methodologies to choose from based on your available data and desired output,” said Jerry Roche, FHWA Safety Integration Team Leader. “Some methods may be preferred in certain contexts. Human judgment is still needed.”

Ideally, agencies will incorporate DDSA into every stage of the project development process, placing safety on equal footing with other project impacts like operations and using data to justify their decision making.

A PLACE FOR DDSA AND DDSA IN ITS PLACE

The goal of DDSA is not to replace human decision making, but to augment and inform it. “Engineering judgment and reaching consensus on project teams made of professional safety, traffic operations and design staff should always be the bedrock of the decision-making process and help work through DDSA,” Hinshaw said. “We have great opportunity to save lives here, if we’ll take advantage of the data and tools we have.”

Visit [FHWA’s DDSA webpage](#) for links to the DDSA Toolbox and other resources. Contact [Matt Hinshaw](#), FHWA Office of Safety, for information on DDSA and technical assistance.

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ROADWAY SAFETY GROUPS PROVIDE FUNDING FOR SAFE YOUTH MOBILITY IN UNDERSERVED AREAS



\$125,000 in grants to Hawaii, Idaho, Maryland, Oregon and Texas will provide safer walking, biking and scooting options for youth in underrepresented communities.

The Governors Highway Safety Association (GHSA) has awarded a total of \$125,000 from the National Road Safety Foundation (NRSF) to five states to partner with community-based groups to implement safe youth mobility programs focusing on walking, biking and/or riding a scooter. This is the third consecutive year that GHSA and NRSF have provided funding to State Highway Safety Offices (SHSOs) for youth safety initiatives in socioeconomically disadvantaged areas with limited financial resources.

Traffic crashes are one of the leading causes of death for young people in the United States and the numbers are going in the wrong direction. Both traffic deaths and injuries of youth rose significantly in 2021, the most recent year of [complete data](#) from the National Highway Traffic Safety Administration. Nearly 1,200 youth (age 14 and younger) died in traffic crashes that year, up 8% from 2020 and an average of three deaths per day. Injuries were up a staggering 17% to 162,298 – an average of 444 every day.

“Our youngest road users have a right to be safe on the road even if a car isn’t part of their journey, said GHSA Chief Executive Officer Jonathan Adkins. “Unfortunately, dangerous driving and poor or missing infrastructure mean youth are at risk every time they walk, bike, scoot or skateboard near motor vehicles. GHSA and the National Road Safety Foundation remain committed to providing financial support to help equip underserved communities with safe ways for youth to travel.”

The 2024 grants will enable five SHSOs – Hawaii, Idaho, Maryland, Oregon and Texas – to support, implement and evaluate the following youth active transportation safety programs:

- **The Hawaii Department of Transportation’s (HDOT) Highway Safety Office** and the Ka’u School District are collaborating to enhance safe transportation for the youth of Ocean View, Naalehu and Pahala. This initiative builds upon qualitative research conducted by HDOT and the University of Hawaii aimed at addressing traffic safety issues in this underserved community. To promote safe walking from transit stops to school, students will be provided reflective materials, whistles and shoes. In addition, as a result of community listening sessions, infrastructure and systems recommendations will be shared with local safety engineers and transit providers.
- **The Idaho Office of Highway Safety** is partnering with the Idaho Walk Bike Alliance to provide several communities hands-on classroom instruction specifically curated for

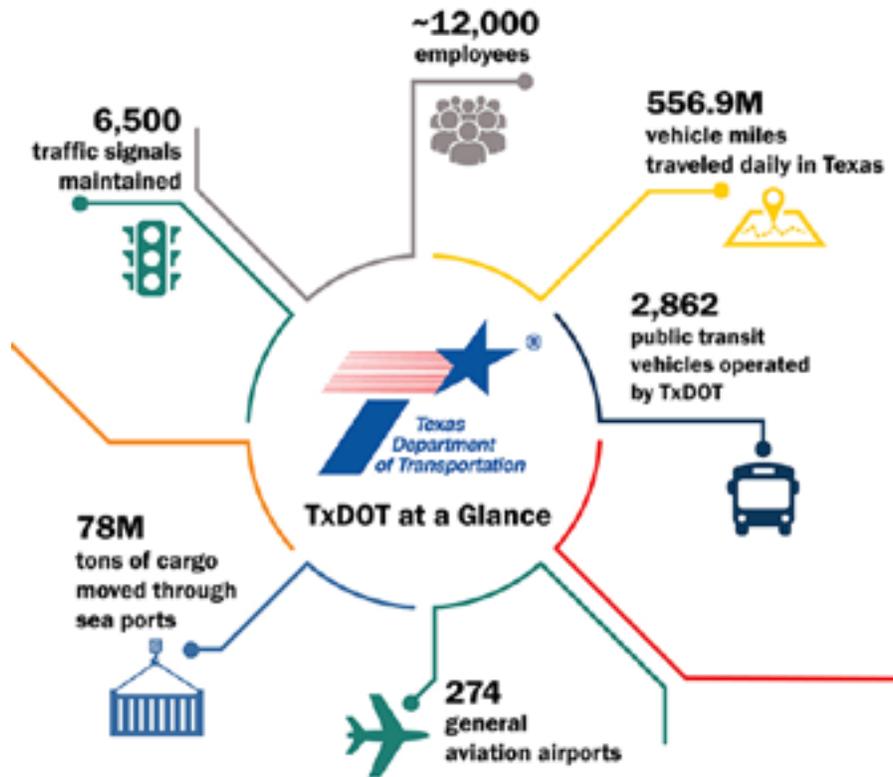
Idaho’s roads. This project aims to fill an educational void for middle and high school students, specifically bridging the gap between K-6 Safe Routes to School programming and driver education and training. Students will learn about active transportation modes such as walking, biking or scooting, which provide equitable access to school for many in the community.

- **The Maryland Department of Transportation Motor Vehicle Administration’s Highway Safety Office** is teaming up with the City of Salisbury and Salisbury University to launch a new project focused on enhancing transportation safety in the area. The project aims to empower young leaders to be peer-to-peer educators so they can teach their fellow youth about pedestrian, bicycle and other safe mobility practices.
- **The Oregon Department of Transportation**, in partnership with the state’s Safe Routes to School program, will construct a demonstration crosswalk and walking route in Odell, Ore., providing a safe way for elementary students to get to school. To involve youth in the project, a free after-school club for 5th-8th graders will be created. The club will take walking and rolling adventures within a mile of the school and engage neighbors and local businesses in the demonstration project. Once the installation is completed, the Odell Mid Valley Elementary School “Pumas” will be encouraged to join a walking school bus that will take this route to and from school.
- **The Texas Department of Transportation** is planning to equip its Traffic Safety Specialists with an outreach toolkit that includes active transportation educational resources. The toolkit will be used to host youth transportation safety events across the state during which students can learn about safe bicycling, road patterns and best practices when riding on the road. The events will provide students with interactive activities that simulate road scenarios in a safe environment separated from motor vehicle traffic.

“Across the country, our neighborhoods of color have been neglected for too long, and youth are paying the price,” said Michelle Anderson, NRSF Director of Operations. “The National Roadway Safety Foundation is again partnering with GHSA to provide equitable, affordable and sustainable transportation options to underserved communities to create a safer today and tomorrow for our youngest road users.”

INVESTIGATE. COMMUNICATE. INNOVATE.

TTI Assists TxDOT in Sharing Local Solutions Statewide



With more than 12,000 employees and serving a state comprising nearly 270,000 square miles, the Texas Department of Transportation (TxDOT) is responsible for the largest state transportation system in the nation.

To better manage the vastly different mobility needs across the Lone Star State, TxDOT established 25 geographic districts and 34 disciplinary divisions. Organizing personnel in that way allows agency experts – in road maintenance, safety and traffic operations, to name a few areas – to address problems relevant to their region.

TxDOT has launched the Innovative Transportation in Texas Program to identify, evaluate and develop innovative solutions to meet the growing transportation needs across the state. In addition to the main goal of fostering innovation, this program will bring together all districts' innovative projects in one database as a shared resource.

"TxDOT continues to lead the way in bringing together new solutions from each district that could be implemented across the entire agency," says Darran Anderson, TxDOT Director of Strategy and Innovation. "This initiative will make TxDOT more efficient and ensure we focus on safety for our users and employees."

For example, maintaining an eight-lane freeway in Houston is a different problem than reducing crashes at rural intersections in West, Texas. But that doesn't mean a solution in one region can't be relevant to a problem in another.

"Districts focus on solving their local problems, as they should," explains Bob Brydia, Senior Research Scientist at the Texas A&M Transportation Institute (TTI). "And they often do that by thinking outside the box and coming up with innovative solutions to a problem they're facing. What we're doing with this project is helping facilitate even more innovations with TxDOT and then get the word out about them across the entire department so that innovations in one district can be expanded to other districts."

To help TxDOT's districts and divisions learn from one another's applied innovations, TxDOT and TTI developed the Planning Innovation Deployment project. Work began in March 2022 and, due to the success of the program, continues into 2024. The approach is to:

- investigate to determine technological and methodological innovations implemented at the district level;
- communicate those inventions via user-friendly tech transfer tools (e.g., informative flyers and PowerPoint presentations) to build awareness agencywide;
- facilitate district workshops to plan for additional innovations;

and

- execute new projects with districts as partners to develop local solutions that have potential statewide application.

TTI leads Kevin Balke, Jim Cline and John Speed join Brydia as principal coordinators of the Institute's efforts on TxDOT's behalf. Working together, the team – which consists of more than 25 TTI subject matter experts – leads workshops, fosters and oversees innovation projects, prepares outreach materials, and advances the department's innovation culture.

One of the first steps was to define *innovation* in a way most relevant to TxDOT. "The agency's strategic goals are focused on making transportation better, more mobile and safer for system users," says Brydia. "Looking at transportation improvements in terms of their value was a necessary first step in helping us define the landscape we're working in."

To date, the project has focused on how deploying new technology can improve traffic operations. For example, during a recent visit to the Yoakum District, the TTI team met with the district leadership, who initially expressed a desire for a system to warn drivers of slowdowns resulting from work zones down the road. Just such a system was developed in recent years as part of the My35 Project in Waco. Called an end-of-queue warning system, it uses real-time data gathering to feed roadside message signs and other information channels, like social media, to help travelers not only plan their trips in advance but also improve travel time reliability. Most importantly, the system makes drivers aware of those slowdowns, which can save lives by helping avoid unnecessary collisions.

"The district was delighted to hear such a system already exists and has been proven to work effectively," Brydia says. "That's exactly the kind of meeting of the minds we're trying to achieve with this project. Even more importantly, the existing innovation allows TxDOT and TTI to work on the next problem facing the district."

TTI has so far produced summaries on 18 traffic operations innovations across the state. The summaries can be found at TxDOT.gov. They can be used to answer questions like, "Has anyone addressed this problem before? How was it solved? Will that solution work locally in my area?" The potential for saving untold personnel hours and tax dollars otherwise spent on reinventing a wheel that already exists is clear.

In the future, Brydia hopes to extend the project to document innovations in safety, reliability and congestion, data usage, infrastructure resiliency, and smart transportation solutions. Getting out and talking to folks across the state is essential to the process, he notes.

"To bridge that communication gap, TTI is acting as a facilitator across traditional divisional and district lines. We're helping Mary in Lubbock learn what John in Corpus Christi did to fix a problem they both share," says Brydia.

Access existing [TxDOT innovations summaries](#). For more information, contact Bob Brydia at r-brydia@tti.tamu.edu.

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STAY ALERT WHEN YOU SEE THIS SHIRT.

BE SAFE. DRIVE SMART. **TxDOT** #EndTheStreakTX

KEEP OUR CREWS AND YOURSELF SAFE IN WORK ZONES

Have you ever felt the blast of air from traffic on the side of a highway? The ceaseless noise, staggering winds and two-ton vehicles speeding just feet away can be terrifying for highway workers in work zones.

With the Texas population continuing to grow, more and more projects are popping up to address congestion and improve safety. Crews at these sites just want to get the job done and come home safe to their families. But drivers are actually more often the people getting hurt in work zones.

Last year 190 people were killed in work zones, and 77% were drivers or their passengers. It's a major concern, and during National Work Zone Awareness Week, April 15-19, TxDOT's "Be Safe. Drive Smart." campaign gave safe driving tips for navigating these work zones throughout the year.

"Keeping our Texas highway system functioning and safe requires constant effort from dedicated crews," TxDOT Executive Director Marc Williams said. "Drivers should anticipate work zones and changing road conditions and always be prepared to slow down, follow signs and pay attention."

Following two consecutive years of declines in the number of traffic fatalities in work zones, TxDOT is urging Texans to help continue this trend by slowing down, staying alert and obeying posted signage when driving through road construction or maintenance areas. The "Be Safe. Drive Smart." campaign offers five tips for safely navigating work zones:

1. **SLOW DOWN.** Follow the posted speed limit and never drive faster than what is safe for road conditions. Excessive speed is a leading cause of work zone crashes.
2. **PAY ATTENTION.** Avoid distractions, keep your mind on the road and put your phone away.
3. **WATCH OUT FOR ROAD CREWS.** Roadside workers want to get home safely too. Always follow instructions and be mindful of construction area road signs.
4. **DON'T TAILGATE.** Traffic in work zones can slow suddenly so give yourself room to stop in a hurry. Rear-end collisions are the most common type of work zone crashes.
5. **ALLOW EXTRA TIME.** Road construction can slow things down. Count on it, and plan for it.

TxDOT also reminds motorists to follow the state's Move Over/ Slow Down law that requires drivers to move over a lane or reduce their speed to 20 mph below the posted speed limit when approaching TxDOT, emergency, law enforcement, tow truck or utility vehicles stopped with flashing lights activated on the roadside.

TxDOT's "Be Safe. Drive Smart." campaign is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel to help end the streak of daily deaths. Nov. 7, 2000, was the last deathless day on Texas roadways.

FHWA IS TAKING NOMINATIONS FOR 2024 BUILD A BETTER MOUSETRAP NATIONAL RECOGNITION PROGRAM HIGHLIGHTING TRANSPORTATION INNOVATIONS



Build a Better Mousetrap recognizes state, local and Tribal government agencies who use homegrown innovation to improve safety in their transportation programs. Many of these ideas come from the front-line workers who are looking for better ways to get the job done while saving money, time and improving efficiency. The 2023 Build a Better Mousetrap highlighted 53 innovations, including the City of Arlington's Equitable Street Solutions for Pedestrians and Bicyclists project which earned the Bold Steps Award.

Have you or any member of your team created an innovative design, gadget, or idea to improve your workflow or processes? Innovations can range from tool development, technological advancements, or process streamlining. If so, we want to know! TxLTAP is currently accepting any new or existing innovative ideas meeting the criteria listed below. Email txltap@uta.edu with your innovative ideas.

HOW DOES THE BUILD A BETTER MOUSETRAP WORK?

TxLTAP will:

- Solicit nominations within the state of Texas.
- Select nominations they would like to move forward. Multiple nominations in multiple categories may be submitted.
- Submit their nominations to the Build a Better Mousetrap under one of four categories:

INNOVATIVE PROJECT: Any solution that addresses any or all phase(s) of the 'project' life cycle – Planning, Design/ Engineering, Construction, Operations and Maintenance. This project shall introduce new ideas, is locally relevant, original, and creative in thinking.

BOLD STEPS: Any locally relevant high-risk project or process showing a break-through solution with demonstrated high-reward.

SMART TRANSFORMATION: A locally relevant significant change in any transportation activity or process that is SMART "Specific, Measurable, Achievable, Realistic and Time-bound" in nature that results in improved efficiencies.

PIONEER: A locally relevant product/tool that is among the first to solve a maintenance problem with a home-grown solution.

HOW ARE THE HONOREES SELECTED?

In each category, FHWA is looking for original, innovative projects that provide long-term value to the transportation community. In making the selections, the following criteria are considered:

- Recognized importance/ impact;
- Originality;
- Applicability to others;
- Cost effectiveness;
- Time savings;
- Agency or community benefit; and
- The overall quality of the application.

For additional guidance on submitting your nominations, please download the [Build a Better Mousetrap Planning Guide](#).

BIDEN-HARRIS ADMINISTRATION ANNOUNCES NEARLY \$830 MILLION IN GRANTS

to Make Transportation Infrastructure More Resilient to Climate Change

The Biden-Harris Administration recently announced nearly \$830 million in grant awards for 80 projects nationwide that will help states and local communities save taxpayers money while strengthening surface-transportation systems and making them more resilient to extreme weather events worsened by the climate crisis, flooding, sea-level rise, heat waves, and other disasters. These grants are the first of their kind dedicated to transportation infrastructure resilience and were made possible by President Biden's Bipartisan Infrastructure Law's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grant Program, which complements PROTECT Formula funding that is already flowing to states for these types of projects. To strengthen America's climate resilience, President Biden has [secured more than \\$50 billion](#) for climate resilience and adaptation through the Bipartisan Infrastructure Law and Inflation Reduction Act, and established a [National Climate Resilience Framework](#), which is advancing locally tailored, community-driven climate resilience strategies.

Extreme weather events are becoming more frequent and severe due to climate change and are causing increasing damage to our transportation system, which was primarily designed and built before the realities of our current climate. As part of President Biden's Investing in America agenda, the PROTECT Grant Program is funding projects that will strengthen the country's surface transportation system against extreme weather events, including roads, bridges, highways, public transportation, pedestrian facilities, ports, and intercity passenger rail. By increasing the resilience of these assets, these investments will reduce short- and long-term costs by minimizing future needs for maintenance and reconstruction.

"From wildfires shutting down freight rail lines in California to mudslides closing down a highway in Colorado, from a drought

"Every community in America knows the impacts of climate change and extreme weather, including increasingly frequent heavy rain and flooding events across the country and sea-level rise that is inundating infrastructure in coastal states,"

- FHWA Administrator Shailen Bhatt. "

causing the halt of barge traffic on the Mississippi River to subways being flooded in New York, extreme weather, made worse by climate change, is damaging America's transportation infrastructure, cutting people off from getting to where they need to go, and threatening to raise the cost of goods by disrupting supply chains," said **Secretary Pete Buttigieg**. "Through a first-of-its-kind program created by President Biden's Investing in America agenda, we are awarding nearly \$830 million to make transportation infrastructure in 39 states and territories more resilient against climate change, so people and supply chains can continue to move safely."

"Every community in America knows the impacts of climate change and extreme weather, including increasingly frequent heavy rain and flooding events across the country and sea-level rise that is inundating infrastructure in coastal states," said **FHWA Administrator Shailen Bhatt**. "This investment from the Biden-Harris Administration will ensure our infrastructure is built to withstand more frequent and unpredictable extreme weather, which is vitally important for people and businesses that rely on roads and bridges being open to keep our economy moving."

As part of the announcement, the Federal Highway Administration is awarding funding under four different grant types to 80 projects

“Through a first-of-its-kind program created by President Biden’s Investing in America agenda, we are awarding nearly \$830 million to make transportation infrastructure in 39 states and territories more resilient against climate change, so people and supply chains can continue to move safely.”

in 37 states, the District of Columbia, and the Virgin Islands:

- **Planning Grants:** Twenty-six projects will receive approximately \$45 million to help grant recipients develop resilience-improvement plans, resilience planning, predesign and design activities, capacity-building activities, and evacuation planning and preparation initiatives.
- **Resilience Improvement Grants:** Thirty-six projects will receive approximately \$621 million to enhance the resilience of existing surface-transportation infrastructure by improving drainage, relocating roadways, elevating bridges, or incorporating upgrades to allow infrastructure to meet or exceed design standards.
- **Community Resilience and Evacuation Routes:** Ten projects will receive approximately \$45 million for improvements to enhance the resilience of evacuation routes or to enhance their capacity and add redundant evacuation routes.
- **At-risk Coastal Infrastructure:** Eight projects will receive approximately \$119 million to protect, strengthen, or relocate coastal highway and non-rail infrastructure.

The program also will improve equity and further environmental justice by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards. The program encouraged applicants from all levels of government—from local governments and Tribes to state DOTs—to apply for PROTECT discretionary-grant funding, which complements the more than \$4.3 billion in PROTECT formula funding that is already flowing to states. Consistent with the objectives of the National Climate Resilience Framework, these awards will help these communities across the country become not only more resilient, but also more safe, healthy, equitable, and economically strong.

The full list of grant recipients is available here: https://www.fhwa.dot.gov/environment/protect/discretionary/grant_recipients/

Project selections in Texas included in this round of grants include:

- **The Alamo Area Metropolitan Planning Organization** will receive \$485,000 to conduct a Resilience Improvement Plan for the San Antonio-New Braunfels metro area transportation system. The project will explore how extreme weather events and natural disasters would impact the region’s transportation

network. The plan also will identify a set of actions and investments that can be made to ensure the system remains viable in two of the nation’s fastest growing cities.

- **The Dallas Area Rapid Transit (DART)** will receive \$950,000 to conduct a comprehensive resilience plan to assess the vulnerabilities of the transportation network and prioritize strategies to make necessary improvements. The project includes a two-year license to test a new flooding software tool that uses historical rainwater and flood information to identify flood-prone areas, develop better evacuation routes, and pinpoint areas where stormwater drainage can be improved.
- **Harris County, Texas will** receive over \$9.6 million to develop a master plan evaluating drainage infrastructure capacity and deficiencies affecting local roadways in the unincorporated areas of the county. Harris County continues to be one of the fastest-growing counties in the nation and has experienced six federally declared flooding disasters since 2015. The plan will target unincorporated areas of the county where road and land development have intensified in recent decades and where, in anticipation of expected future growth, proactive mitigation action is relatively affordable.
- **The Houston-Galveston Area Council** will receive \$1.1 million to develop a Resilience Improvement Plan for the surface transportation system of an eight-county region that experiences repeated extreme weather events, natural disasters, and hazardous flooding conditions. The project will fine-tune previously developed strategies, identify gaps in planning, create a list of priority improvements that can be implemented in the short- and long term, and include a risk-based assessment of vulnerabilities to roadways, culverts, ditches, medians and other transportation assets.
- **The City of San Marcos** will receive nearly \$13.9 million to complete a stormwater mitigation project in the low-income, underserved neighborhood of Sunset Acres. The project will include improvements to storm drains, installing culverts and manholes, replacing existing sewer lines to increase capacity, and pavement resurfacing related to street improvements.

From rebuilding our Nation’s infrastructure, to creating a manufacturing and innovation boom powered by well-paid jobs that don’t require a 4-year degree, to building a clean-energy economy that will combat climate change and make our communities more resilient, President Biden’s Investing in America agenda is growing the American economy from the bottom up and the middle out.

For more information on the PROTECT Program, please visit <https://www.fhwa.dot.gov/environment/protect/>.

SAFE STREETS AND ROADS FOR ALL (SS4A) FISCAL YEAR (FY) 2024 NOTICE OF FUNDING OPPORTUNITY ANNOUNCEMENT

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) Fiscal Year (FY) 2024 Notice of Funding Opportunity is now open for applications. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent deaths and serious injuries on our nation's roadways. The FY24 SS4A NOFO has multiple application deadlines depending on the grant type. On April 16, 2024, the USDOT published an [amendment to the FY24 Safe Streets and Roads for All \(SS4A\) Notice of Funding Opportunity \(NOFO\)](#). The amendment:

- Upwardly revises the amount available to implement projects and strategies from \$580 million to \$780 million.
- Clarifies that funding awards to applicants submitted after each deadline is contingent on remaining funds. Funds are available on a rolling “first-come, first-serve” basis.
- Waives up to \$200,000 in non-Federal match for applications from certain U.S. territories.
- Removes the option for unsuccessful Implementation Grant applicants to apply for a Planning and Demonstration Grant. Implementation Grant applicants are encouraged to bundle requests for supplemental planning and demonstration activities into their Implementation Grant application.
- Changes the deadline for technical questions to April 24 to answer any questions related to the amendment. Application deadlines remain the same.

Planning and Demonstration Grant applicants have three deadlines:

- Thursday, April 4, 2024, 4:00 PM (CT)
- Thursday, May 16, 2024, 4:00 PM (CT)
- Thursday, August 29, 2024, 4:00 PM (CT)

Planning and Demonstration Grant applicants may apply during any of the three application rounds. Applications not received by the first or second deadline will be rolled over to the next application round. All applications must be received by August 29, 2024 at 4:00 PM CT.

Implementation Grant applications must be submitted by 4:00 PM (CT) on Thursday, May 16, 2024.



TWO WAYS TO ACCESS SS4A

SS4A funding is divided into two grant types. One is for safety action plan development, supplemental planning, and demonstration activities. The other is for plan implementation. Agencies are required to have safety action plans that meet specified criteria prior to applying for implementation funding.

“Under the SS4A FY 2024 Notice of Funding Opportunity, more than \$656 million is available for Planning and Demonstration Grants,” said FHWA SS4A Team Leader Jason Broehm.

“These funds can support development of new Action Plans, supplemental planning activities such as developing a speed management plan or lighting plan, and demonstration activities such as feasibility studies using quick-build activities.”

“In the previous funding round, the vast majority of eligible Planning and Demonstration Grant applicants received grant awards,” said Broehm.

For more information, please visit the [Safe Streets and Roads for All \(SS4A\) website](#).

For more information, visit TxLTAP.org

Call 817-272-2581 or email txltap@uta.edu to request training, technical assistance or equipment.

WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

BUILD A BETTER MOUSETRAP

The BABM is a competition by the Federal Highway Administration to discover, share, and celebrate innovations in road construction. Submit your innovative ideas, then TxLTAP selects nominations to be federally recognized.

EQUIPMENT LENDING LIBRARY

Equipment, such as traffic counters, a portable radar speed sign, handheld retrorefelctometer, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

HEAVY EQUIPMENT RODEO

Heavy equipment operators will learn and practice new skills while stressing safety and excellence. Operators will use maintainers, backhoes, dump trucks, loaders, and more to steer through a series of exercises designed to test their abilities.



TXLTAP TRAINING & SERVICES

TAKE ADVANTAGE OF

TECHNICAL ASSISTANCE

TXLTAP TRAINING AND SERVICES ARE DELIVERED BY SEASONED INDUSTRY PROFESSIONALS WITH EXTENSIVE TRANSPORTATION KNOWLEDGE

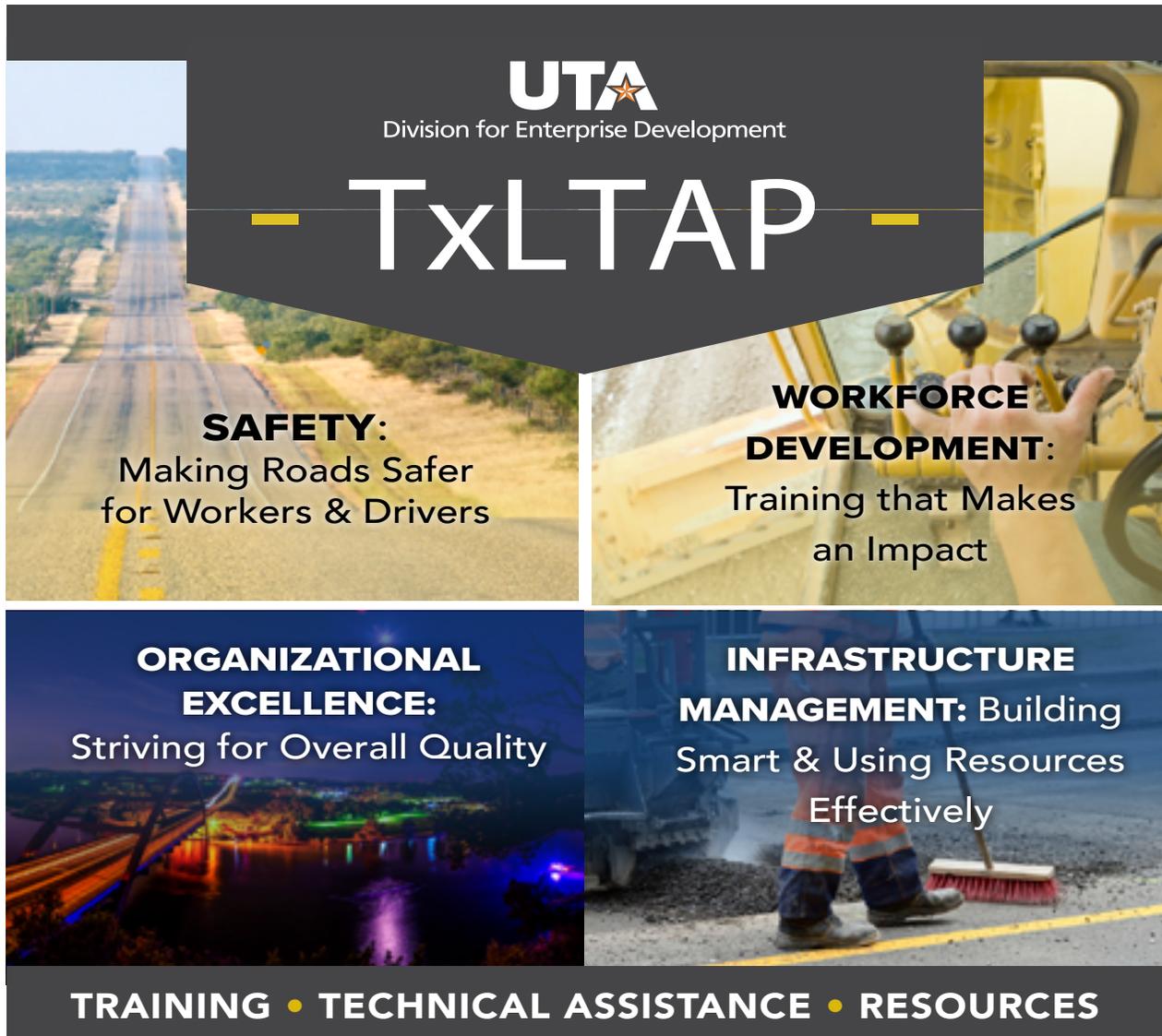
TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

Take advantage of technical assistance services!

Call 817-272-2581 or email txltap@uta.edu to request assistance.



UTA
Division for Enterprise Development

- TxLTAP -

SAFETY:
Making Roads Safer
for Workers & Drivers

**WORKFORCE
DEVELOPMENT:**
Training that Makes
an Impact

**ORGANIZATIONAL
EXCELLENCE:**
Striving for Overall Quality

**INFRASTRUCTURE
MANAGEMENT:** Building
Smart & Using Resources
Effectively

TRAINING • TECHNICAL ASSISTANCE • RESOURCES

TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at TxLTAP.org.

Request training & services today!

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