



# TRANSPORTATION ADVISORY COMMITTEE AGENDA

<b>Date:</b>	July 21, 2022
<b>Time:</b>	10 a.m.
<b>Location:</b>	Zoom Meeting
<b>Call-in No.</b>	<a href="https://us02web.zoom.us/j/84864267885?pwd=ZU9XMWJOM2NSTDNSWkIGaThRYlhnZz09">https://us02web.zoom.us/j/84864267885?pwd=ZU9XMWJOM2NSTDNSWkIGaThRYlhnZz09</a>
Meeting ID: 848 6426 7885 Passcode: 751397	

**Individuals wishing to participate in the meeting telephonically may do so by contacting Randy Heiss at (520) 432-5301 Extension 202. Contact must be made at least 48 hours before the meeting in order to obtain the call-in information. Please note that the option to participate telephonically may not be available unless requested as instructed above.**

**Si necesita acomodaciones especiales o un intérprete para esta conferencia, deben ponerse en contacto con Randy Heiss al número (520) 432-5301, Extensión 202, por lo menos setenta y dos (72) horas antes de la conferencia.**

<b>Voting TAC Members</b>	Michael Bryce– Graham County (Chair) Lance Henrie – Safford Mark Hoffman – ADOT MPD Michelle Johnson – Benson Matthew Gurney – Bisbee Rudy Perez – Clifton Jackie Watkins – Cochise County	Luis Pedroza – Douglas Vacant – Duncan Reed Larson - Greenlee County Juan Guerra – Nogales Vernon Batty – Pima Barney Bigman – San Carlos Apache Tribe (SCAT) Leonard Fontes – Santa Cruz County	Tom Palmer - Thatcher (Vice Chair) William Teeters – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia
<b>Guests, Staff, and Other Expected Attendees</b>	Chris Vertrees, SEAGO John Merideth, SEAGO Mark Henige - ADOT Todd Emery - ADOT		

**Shaded areas indicate items for possible action.**

ITEM	SUBJECT	PRESENTER	PAGE
1.	Call to Order and Introductions	Michael	N/A
2.	Call to the Public	Michael	N/A
3.	Approval of Minutes of May 19, 2022	Michael	3-6
4.	District Engineers' Report <ul style="list-style-type: none"> <li>• Status of State Highway Projects</li> <li>• Quarterly Project Report</li> </ul>	Todd Emery	N/A
5.	STBG Ledger Report	Chris	7-8
6.	TIP Report <ul style="list-style-type: none"> <li>• Possible TIP Amendment(s)</li> <li>• Possible Administrative Amendments</li> </ul>	Chris	9-15
7.	RTAC Priority Project Request	Chris	16-19
8.	September TAC Meeting Conflict	Chris	20
9.	State Budget Update - Transportation	Chris	21-27
10.	SEAGO Region Road Pavement Assessment Project - Update	Chris John	28-30
11.	NOFA- Reconnecting Communities Pilot (RCP) Grant	Chris	31-60

12.	ADOT LPA Section Updates	Mark	N/A
13.	Regional Local Program Reports <ul style="list-style-type: none"> <li>• Status of Local Projects <ul style="list-style-type: none"> <li>○ STP Projects</li> <li>○ Update on Enhancement Projects</li> <li>○ Update on HSIP Projects</li> <li>○ Update on all Planning Studies</li> </ul> </li> </ul>	Towns, Cities, Counties, & ADOT	N/A
14.	Items for General Discussion	All	N/A
15.	Next Meeting Date: September – Day TBD	Michael	N/A
16.	<b>Adjourn</b>	Michael	N/A

**Direction may be given to SEAGO staff on any item on the agenda**



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## DRAFT MEETING MINUTES FOR MAY 19, 2022

<b>Date:</b>	May 19, 2022		
<b>Time:</b>	10 a.m.		
<b>Location:</b>	Zoom Conference		
<b>Voting TAC Members Present</b>	Michael Bryce (Chair) Graham County Mark Hoffman, ADOT Brad Simmons/Cochise County Tom Palmer, Thatcher Juan Guerra, Nogales	Lance Henrie, Safford Reed Larson, Greenlee County Leonard Fontes, Santa Cruz County Luis Pedroza, Douglas Matthew Gurney, Bisbee	
<b>Guests, Staff, and Other Attendees</b>	Chris Vertrees, SEAGO John Merideth, SEAGO Max Tapia, Douglas Mark Henige, ADOT LPA Todd Emery, ADOT		

### 1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:02 a.m. Chris Vertrees conducted a roll call of members and guests that were participating via Zoom.

### 2. Call to the Public

Chair Michael Bryce made a Call to the Public and no one spoke.

### 3. Approval of March 17, 2022 Meeting Minutes

Chair Michael Bryce asked the TAC to review the minutes for needed corrections. Chair Michael Bryce asked for a motion to approve the March 17, 2022, Meeting Minutes.

**MOTION:** Leonard Fontes moved to approve

**SECOND:** Mark Hoffman

**ACTION: APPROVED UNANIMOUSLY**

### 4. District Engineer's Report

Southeast District Engineer (Todd Emery) introduced himself to the group and provided project updates for the Southeast District.

### 5. STBG Ledger Report

Chris Vertrees referred the TAC to the STBG Ledger Report located on page 7 of their packet. Chris indicated that we have \$145,985 in Apportionments and \$93,207 in STBG OA available for the year. If not needed, he will loan it out in June once ADOT finalizes FY22 OA & apportionment levels.

## 6. TIP Report

### SEAGO REGION FY23-27 TIP

Chris advised that the SEAGO Region 2023-2027 TIP was posted for a 45-day public comment period on April 4, 2022. The public comment period will concluded May 18, 2022. No public comments have been received. Our FY23 TIP will be finalized and will be submitted to ADOT prior to the July 1, 2022, due date.

### SEAGO REGION FY22-26 TIP

Chris advised that on May 9, 2022, the ADOT FTA Section 5311 awards were announced. Once the appeal period ends on May 20, 2022, they will be processed in ESTIP and submitted to ADOT in the following manner:

#### City of Benson

Project Title	Match Ratio	Federal Award	Local Match	Total Award
Operating	58%	\$63,510	\$45,990	\$109,500
Capital - ADA Complementary Paratransit	80%	\$51,200	\$12,800	\$64,000
Preventive Maintenance	80%	\$16,000	\$4,000	\$20,000
Admin	80%	\$60,000	\$15,000	\$75,000
<b>Total</b>		<b>\$190,710</b>	<b>\$77,790</b>	<b>\$268,500</b>

#### City of Bisbee

Project Title	Match Ratio	Federal Award	Local Match	Total Award
Operating	58%	\$138,096.84	\$100,001.16	\$238,098
Capital – Bus Lift	90%	\$32,862	\$3,651.33	\$36,513.33
Preventive Maintenance	80%	\$16,000	\$4,000	\$20,000
Admin	80%	\$64,000	\$16,000	\$80,000
<b>Total</b>		<b>\$250,958.84</b>	<b>\$123,652.49</b>	<b>\$374,611.33</b>

#### City of Douglas

Project Title	Match Ratio	Federal Award	Local Match	Total Award
Operating	58%	\$487,200	\$352,800	\$840,000
Preventive Maintenance	80%	\$24,000	\$6,000	\$30,000
Admin	80%	\$176,000	\$44,000	\$220,000
<b>Total</b>		<b>\$687,200</b>	<b>\$402,800</b>	<b>\$1,090,000</b>

#### City of Willcox

Project Title	Match Ratio	Federal Award	Local Match	Total Award
Operating	58%	\$104,400	\$75,600	\$180,000
Preventive Maintenance	80%	\$16,000	\$6,000	\$20,000
Admin	80%	\$60,000	\$15,000	\$75,000
<b>Total</b>		<b>\$180,400</b>	<b>\$94,600</b>	<b>\$275,000</b>

## 7. SEAGO TIP – Future Project Requests

Chris referred the TAC to pages 12 and 25 of their packet. Chris advised the TAC that SEAGO has received a request from Greenlee County and Cochise County to add projects to the Future Project Section of our FY22-26 TIP. Greenlee County has applied for a Congressionally Directed Spending (CDS) project through Senator Mark Kelly's office. Cochise County also submitted a CDS request for Davis Road Safety and Drainage Improvements at MP 5 & 13. The County is also in the process of applying for a MPDG (MEGA, INFRA, and Rural) grant to expand the project to include improvements from Central Highway to SR80. Inclusion on the TIP is a requirement for the CDS requests and MPDG grant applications. Placing these projects in the Future Project Section of the TIP will provide support for their current and future applications.

Chris advised that the SEAGO Region Future Project Programming Procedures were reviewed and approved by the SEAGO TAC on November 20, 2014, and by the SEAGO Executive Board on February 27, 2015. The procedures allow for member agencies to submit a request to include a project in the Future Project Section of the TIP. The procedures require that the SEAGO TAC review and approve the placement of a project on the list. Placement on the list does not indicate any commitment involving the use of Regional funds.

**Greenlee County submitted a CDS request for design costs involving the Soapbox Canyon Bridge (Structure 8149).** The Soapbox Canyon Bridge is over 100 years old (constructed in 1915). According to the ADOT Local Public Agency Bridge Record (dated: 4/12/21), the bridge is listed in poor condition. It has been classified as "structurally deficient". The bridge's sufficiency rating is 55.5. The bridge is in significant need of replacement. The Soapbox Canyon Bridge has qualified for bridge funding in the past. In 2016, the bridge was identified as the top bridge replacement project for the Region. The project was on the SEAGO TIP through FY2019; however project costs resulted in the project being withdrawn. If approved, the project will be added to the Future Project Section of the TIP in the following manner:

Phase: Design  
Federal: \$240,000  
Local Match: TBD (A 5.7% match of \$14,507 may be required)  
Total Cost: \$240,000

**Cochise County submitted an MPDG application for Davis Road design, ROW and construction from Central Highway to SR80 for roadway improvements** in anticipation of increased truck traffic resulting from the new Douglas Point of Entry. If approved, the project will be added to the Future Project Section of the TIP in the following manner:

Phase: PE-Design  
Federal: \$6,320,641  
Local Match: \$382,054  
Total Cost: \$6,702,695

Phase: ROW  
Federal: \$1,131,600  
Local Match: \$68,400  
Total Cost: \$1,200,000

Phase: Construction  
Federal: \$61,084,658  
Local Match: \$3,392,286  
Total Cost: \$64,776,944

Chair Michael Bryce asked for a motion to approve placing the Greenlee and Cochise County Projects onto the Future Projects Section of the TIP.

**MOTION:** Leonard Fontes moved to approve  
**SECOND:** Juan Guerra  
**ACTION: APPROVED UNANIMOUSLY**

#### **8. SEAGO Region Road Pavement Assessment Project**

Chris referred the TAC to pages 26 of their TAC packet. Chris updated the TAC on the progress of the Region Road Pavement Assessment Project. Chris reminded the TAC that Data portal training has been scheduled for June 16, 2022. Training will be from 10am to 12pm. It is currently expected to be in-person at the Cochise College Benson Center. Due to space restrictions, each agency will be limited to two (2) staff.

John Merideth provided the TAC with a brief instruction of the SEAGO Region Data Portal.

#### **9. ADOT LPA Section Updates**

Mark Henige provided updates for the ADOT LPA section.

#### **10. Regional Program Reports**

Those in attendance reported their current status of local projects and issues.

#### **12. Items for General Discussion**

Chris Vertrees stated that the July TAC meeting would include an update on transportation funding in the State Budget.

#### **13. Next Meeting Date: July 21, 2022**

#### **14. Meeting adjourned at 11:55 a.m.**

SEAGO  
STBG Ledger 2022-2026  
July 12, 2022

Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STBGP Carry Forward FY 2021	94.9%	\$0	\$0	\$0	\$0
FY 2022 Allocation*	94.9%	\$907,800	\$861,502	\$907,800	\$861,502
<b>STBG ADOT Loan Repayments (IN)</b>		\$416,079	\$416,079	\$1,323,879	\$1,277,581
<b>SEAGO Region Road Pavement Assessment Project</b>		-\$198,554	-\$198,554	\$1,125,325	\$1,079,027
<b>Final Voucher Savings - Thatcher Church Street</b>		\$53,007	\$53,007	\$1,178,332	\$1,132,034
<b>OA Savings from Graham Reay Lane Ditch - Final Voucher</b>		\$42,313	\$42,313	\$1,220,645	\$1,174,347
<b>FY22 SPR-OA Transfer</b>		\$0	-\$6,375	\$249,249	\$1,167,972
<b>Safford: 20th Avenue-Partial Loan Repament</b>		-\$971,396	-\$971,396	\$249,249	\$196,576
<b>SEAGO Loan to ADOT (Repay FFY23)</b>		-\$186,576	-\$186,576	\$62,673	\$10,000
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$52,673	\$0
<b>FY 2022 Balance</b>				<b>\$52,673</b>	<b>\$0</b>
FY 2023 Allocation	94.9%	\$907,800	\$861,502	\$907,800	\$861,502
<b>Repay SVMPO (OUT) for Thatcher Part 2</b>		-\$395,617	-\$395,617	\$512,183	\$465,885
<b>Partial repayment Safford 20th Ave. Loan (OUT)</b>		-\$451,461	-\$451,461	\$60,722	\$14,424
<b>ADOT Loan Repayment (IN)</b>		\$186,576	\$186,576	\$247,298	\$201,000
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$237,298	\$191,000
<b>FY 2023 Balance</b>				<b>\$237,298</b>	<b>\$191,000</b>
FY 2024 Allocation	94.9%	\$907,800	\$861,502	\$907,800	\$861,502
<b>Partial Repayment Safford 20th Ave. Loan (OUT)</b>		-\$847,078	-\$847,078	\$60,722	\$14,424
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$50,722	\$4,424
<b>FY 2024 Balance</b>				<b>\$50,722</b>	<b>\$4,424</b>
FY 2025 Allocation	94.9%	\$907,800	\$861,502	\$907,800	\$861,502
<b>Final Repayment Safford 20th Ave. Loan (OUT)</b>		-\$529,435	-\$529,435	\$378,365	\$332,067
<b>City of Douglas - Chino Road - Design</b>		-\$75,440	-\$75,440	\$302,925	\$256,627
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$292,925	\$246,627
<b>FY 2025 Balance</b>				<b>\$292,925</b>	<b>\$236,627</b>
FY2026 Allocation	94.9%	\$907,800	\$861,502	\$907,800	\$861,502
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$897,800	\$851,502
<b>FY 2026 Balance</b>				<b>\$897,800</b>	<b>\$851,502</b>

- \* Notes:
1. OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.
  2. STBGP = Surface Transportation Block Grant Program. This amount is allocated to SEAGO based upon the new Federal Authorization (IIJA).
  3. OA Rate of 94.9% is subject to change
  4. in addition to the OA Rate of 94.9%, \$6,375 of OA is taken annually for the SPR funding to the SEAGO region.
  5. STBG Apportionments are SEAGO estimates and subject to change.
  6. Balance carry forward is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.
  7. Reconciled with the ADOT Federal Aid Transaction Ledger (May 2022)

*This is an internal SEAGO document, and is used to provide a general overview of STBG funds for a five year period.*

Arizona Department of Transportation

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transferring Agency SEAGO

Funding Type	Federal Fiscal Year	Amount		Loaned or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/ Schedule (loans only)
		Appointments	Obligation Authority (OA)				
STBG	FFY22	\$186,576	\$186,576	ADOT	For Use on ADOT Projects	Loan	Repay FFY23 (October 2022)
<b>TOTAL</b>		<b>\$186,576</b>	<b>\$186,576</b>				

**Transferring Agency Approval:**  
The undersigned authorizes the transfer of funds identified above.

Signature 

Chris Vertrees

Printed Name

Transportation Program Administrator

Title

6/1/2022

Date

**Receiving Agency Approval:**  
The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.

Signature 

Seth Kaufman

Printed Name

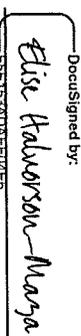
Program Data Analyst Senior

Title

06/15/2022

Date

**ADOT Acknowledgement or Approval:**

DocuSigned by:  


Elise Halvorson-Maza

Printed Name

Federal Aid Administrator

Title

6/16/2022

Date

Email completed form to Arizona Department of Transportation Financial Management Services at [mprogramfinance@azdot.gov](mailto:mprogramfinance@azdot.gov). Approved transfer/loan requests must be received by June 15th each year; allow two weeks for approval. Transfers generally will appear on the next ledger, depending on the date of receipt.

This request will be processed based on the amount of apportionments and obligation authority available to the loaning/transferring agency at the time of receipt, which may be different than the amount shown on the most recent ledger. Loans are to be repaid; transfers will not be repaid.

Loans of apportionments and/or obligation authority to ADOT - these loans are not guaranteed; are capped at a total, maximum of \$10 million annually; are limited to greater Arizona STP projects in a TIP which exceed the region's available STP allocation; will be on a first come, first served basis if available; require advance approval. Every effort should be made to reprogram federal funds on projects ready to authorize by June 30th annually or to loan to other regional entities before approaching ADOT about a loan. Loans to ADOT must be approved and executed by March 31st annually.

Loans/transfers from MAG or PAG to Greater Arizona have certain restrictions, depending on the type of funding and population in the area of the project to which the loan is related. Contact Financial Management Services at 602-712-7441 for further information.



# TAC PACKET

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**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR  
**DATE:** July 14, 2022  
**RE:** SEAGO REGION TIP REPORT

## **SEAGO REGION FY23-27 TIP**

The SEAGO Region 2023-2027 TIP was posted for a 45-day public comment period on April 4, 2022. The public comment period concluded on May 18, 2022. No public comments were received. Our FY23 TIP was finalized and submitted to ADOT on June 30, 2022.

Since the submission, two administrative changes needed to be made to the TIP:

**GGH 21-01 (Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips):** SEAGO was advised by ADOT that construction phase needed to be moved from FY22 to FY23.

**CCH 21-01 (Charleston, Double Adobe, Barataria Road - E & C Rumble Strips):** Per the attached HSIP Eligibility Letter from the ADOT Traffic Safety Section, the project was revised at the request of Cochise County to remove Charleston and Barataria Roads. Project costs and year did not change. Project title, location and length did change. The following changes were made to the project:

**New Project Title:** Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips

**New Project Location:** Double Adobe Road, SR 80 to Frontier Road

**New Project Length:** 4.9 miles from 10.1 miles.

**Attachments:** SEAGO 2023-2027 TIP  
Cochise County Revised HSIP Eligibility Letter

July 1, 2022

Ms. Jackie Watkins, P.E.  
Director/County Engineer  
1415 W. Melody Lane  
Bisbee, AZ 85603

Re: **Highway Safety Improvement Program (HSIP)**

Cochise County – Charleston Road, Double Adobe Road and Barataria Boulevard, Installation of Rumble Strips **(Revised) Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips**

ADOT Project No. : TBD

Federal Project No.: TBD

COG/MPO: SEAGO

COG/MPO TIP No.: TBD

Southeast District, Cochise County

Dear Ms. Watkins:

In accordance with the *Stewardship and Oversight Agreement on Project Assumption and Program Oversight by and between Federal Highway Administration, Arizona Division and the Arizona Department of Transportation*, dated April 9, 2015, Attachment A, page A-1, the Arizona Department of Transportation, Transportation Safety Section (TSS) has determined that Cochise County's **revised** request to utilize HSIP funds for a safety countermeasure (project) to install centerline and edgeline rumble strips **on Double Adobe Road only** instead of Charleston Road, Double Adobe Road and Barataria Boulevard, approximately 5.0 miles, as detailed below is eligible for the Highway Safety Improvement Program (HSIP) funding.

**Cochise County requested to reduce project limits because of the following:**

- **Barataria Boulevard from Moson Road to Ranch Road is a low volume local street without pavement markings and the county will use local funds to install pavement markings.**
- **Charelston Road is a chip seal road that is not structural to install rumble strips.**

**Additionally, this revision moves the project to design in FY23 and construction in FY24 program and keeps the anticipated project cost at the original anticipated cost based on increased unit costs.**

HSIP

Cochise County – **(Revised) Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips**

The original scope of work included:

- Installation of centerline and edgeline rumble strips on Charleston Road from Tombstone to 4.8 miles south of Tombstone
- Installation of centerline and edgeline rumble strips on Double Adobe Road from SR 80 to Frontier Road
- Installation of centerline and edgeline rumble strips on Barataria Boulevard from Moson Road to Ranch Road

The revised scope of work is:

- **Installation on Double Adobe Road from SR 80 to Frontier Road**

All work will be performed by contract and no ground disturbing or utility relocations are anticipated.

ADOT has determined that, in accordance with 23 USC 148(a)(4)(A), this project is consistent with the State's 2019 Strategic Highway Safety Plan. It supports the "Lane Departure" emphasis area by implementing the "Infrastructure improvement to keep vehicles on the road" strategy.

During a 5-year period ending December 31, 2016, Cochise County experienced a total of 1 fatal in this roadway segments. With CMF ID number 6946, the CRF of 44.2% which was obtained from the CMF Clearinghouse, Cochise County could see a 5-year reduction of .44 fatal crashes. Based on the above CRF, a **revised** B/C ratio of **8.6** was calculated.

The funding for this project is established under the ADOT HSIP and is eligible to be funded at 100% HSIP federal funds and 0.0% local match as described in Code of Federal Register 23 CFR Part 924 (*Ref: Highway Safety Improvement Program [HSIP], Arizona Department of Transportation [ADOT], Transportation Systems Management and Operations, Traffic Safety Section, February 2022; 1.1.4 Funding, Federal Share*). Cochise County anticipates the total design/construction cost of this countermeasure at **\$647,940.00** (Enclosure 1) as shown below.

**Anticipated Project Cost:**

Engineering/ADOT Admin-FY23		Construction-FY24	
HSIP (100%)	\$ 264,000.00	HSIP (100%)	\$ 383,940.00
Local Match:	\$.00	Local Match:	\$.00
Total:	\$ 264,000.00	Total:	\$ 383,940.00

**Cochise County – (Revised) Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips**

Please note that eligibility does not give the County authorization to begin work. ADOT clearances and an executed JPA will need to be completed between ADOT and Cochise County. Federal authorization will then be requested once all documents are received by ADOT. Any work performed prior to federal authorization is not eligible for reimbursement.

The following will require a revised HSIP eligibility letter prior to ADOT finance requesting Federal authorization:

1. The project scope of work or the limits of the project change. A request for a new eligibility letter will need to be submitted outlining the changes and justification.
2. Anticipated cost estimate exceeds the above approved HSIP eligibility.
  - a) A request for a new eligibility letter will need to be submitted outlining all increased costs, justification, source of additional funds and revised total anticipated cost, if the total anticipated cost exceeds 20% of the above amount.
  - b) For anticipated cost increase less than 20% of the above amount, the HSIP Program Manager can be advised of the increased cost, justification and funding source by email. Federal authorization cannot be requested until after the Program Manager has notified FHWA of the approved increase by email.

Design and construction estimates submitted and prepared by Cochise County verifying the unit prices and quantities are the responsibility of the County and any design or construction costs exceeding the above amounts, must come from funding sources other than HSIP.

Per 23 USC 148 (c)(2)(F)(i) Cochise County is required to establish and maintain a data inventory of before and after crashes for this safety improvement project in order for an analysis and evaluation to be carried out by ADOT.

Please ensure that this project is in the TIP for the correct funding amount, the correct FY and that design and construction are broken out as separate line items (if applicable).

If you have any questions regarding this request, please call me at 602-712-7374. Thank you.

Sincerely,

DocuSigned by:  
  
8AC182F81A544DE...

Mona Aglan-Swick, P.E.  
Safety Programs Manager  
ADOT-Traffic Safety Section

LTT

Cochise County – **(Revised) Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips**

- Encl: 1. Cost Estimate  
2. B/C Ratio Analysis Rev  
3. Work Limits Map  
4. Location Map

Cc: FHWA, Arizona Division Office, ATTN: Jeffery King  
ADOT, Project Management Group, ATTN: Steve O'Brien, P.E.  
ADOT, Finance, ATTN: Elise Maza  
ADOT, Local Public Agency Section, ATTN: Lisa Pounds  
ADOT, Southeast District, ATTN: Todd Emery, P.E.  
ADOT, TSMO, Regional Traffic Engineer, ATTN: James Gomes, P.E.  
ADOT, TSMO, Assistant State Engineer, ATTN: George Williams, P.E., PTOE, PTP  
ADOT, TSMO, Special Projects, ATTN: Adam Carreon, P.E., PTOE  
ADOT, TSMO, State Traffic Safety Engineer, ATTN: Kerry Wilcoxon, P.E, PTOE, RSP1  
SEAGO, ATTN: Chris Vertrees  
ADOT, Multimodal Planning Division, ATTN: Mark Hoffman

SEAGO REGION  
2023- 2027 TIP

Approved By: TAC- 3/17/22 Administrative Committee- 3/31/22 Executive Committee - 3/31/22

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	HURF EXCHANGE	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2023														
CLF21-01	Town of Clifton	Chase Creek Bridge #1 Replacement	Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue	.01 mile	Construction	Rural Local	2	2	Off System Bridge	\$726,821		\$43,933		\$770,754
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Construction	Minor Arterial	2	2	HSIP	\$424,350		\$25,650		\$450,000
CCH 21-01	Cochise County	Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips	Double Adobe Road, SR 80 to Frontier Road	4.9 miles	Design	Major Collector	2	2	HSIP	\$264,000		\$0		\$264,000
GGH 21-01	Graham County	Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips	Golf Course Road from Hoopes Avenue to just west of 20th Avenue; Cottonwood Wash Road from Cottonwood Wash Loop to 1200 South.	5.1 miles	Construction	Major Collector	2	2	HSIP	\$1,992,408		\$112,797		\$2,105,205
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	East side of Grand Avenue from Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Construction	N/A	N/A	N/A	CMAQ STP	\$891,135 \$10,000		\$53,865 \$0		\$945,000 \$10,000
		<b>TOTAL FOR 2023</b>								<b>\$3,581,893</b>		<b>\$192,312</b>		<b>\$3,774,205</b>
2024														
NOG 21-01	City of Nogales	Multiuse Pathway along Patagonia Highway (SR82)	Patagonia Highway (SR82) from Morley Avenue to Royal Road	1.4 miles	Construction	N/A	N/A	N/A	CMAQ	\$1,090,546		\$65,919		\$1,156,465
CCH 21-01	Cochise County	Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips	Double Adobe Road, SR 80 to Frontier Road	4.9 miles	Construction	Major Collector	2	2	HSIP	\$383,940		\$0		\$383,940
		LTAP							STP	\$10,000		\$0		\$10,000
		<b>TOTAL FOR 2024</b>								<b>\$1,484,486</b>		<b>\$65,919</b>		<b>\$1,550,405</b>
2025														
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	STP	\$75,440		\$4,560		\$80,000
		LTAP							STP	\$10,000		\$0		\$10,000
		<b>TOTAL FOR 2025</b>								<b>\$85,440</b>		<b>\$4,560</b>	<b>\$0</b>	<b>\$90,000</b>
2026														
		LTAP							STP	\$10,000		\$0		\$10,000
		<b>TOTAL FOR 2026</b>								<b>\$10,000</b>		<b>\$0</b>		<b>\$10,000</b>
2027														
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$2,829,000		\$171,000		\$3,000,000
		LTAP							STP	\$10,000		\$0		\$10,000
		<b>TOTAL FOR 2027</b>								<b>\$2,839,000</b>		<b>\$171,000</b>		<b>\$3,010,000</b>
		<b>5-YEAR TOTALS</b>								<b>\$8,000,819</b>		<b>\$433,791</b>		<b>\$8,434,610</b>
		<b>FUNDING OBLIGATED IN 2022</b>												
NOG 21-01	City of Nogales	Multiuse Pathway along Patagonia Highway (SR82)	Patagonia Highway (SR82) from Morley Avenue to Royal Road	1.4 miles	ADOT Review/PDA Fees	N/A	N/A	N/A	CMAQ	\$28,290		\$1,710		\$30,000
NOG 21-01	City of Nogales	Multiuse Pathway along Patagonia Highway (SR82)	Patagonia Highway (SR82) from Morley Avenue to Royal Road	1.4 miles	Design	N/A	N/A	N/A	CMAQ	\$171,371		\$10,359		\$181,730
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 3	Ft. Thomas River Road @ Gila River		Construction	Minor Collector	2	2	Off System Bridge	\$602,011		\$36,389		\$638,400
		LTAP							STP	\$10,000		\$0		\$10,000
		<b>TOTAL FOR 2022</b>								<b>\$2,804,080</b>	<b>\$0</b>	<b>\$48,457</b>	<b>\$0</b>	<b>\$860,129</b>
		<b>Future Construction Projects</b>												
CCH12-10	Cochise County	Davis Rd. Improvements Ruby Road Bridge at Potrero Creek	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$924,560		\$55,885		\$980,445
SCC 22-01	Santa Cruz County	Replacement Project Soapbox Canyon Bridge (Structure 8149)	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement	Minor Arterial	2	2	TBD			\$4,500,000	\$1,517,304	\$13,631,315
GEH 22-01	Greenlee County	Replacement Soapbox Canyon Bridge (Structure 8149)	Soapbox Canyon Bridge (Structure 8149)	.10 miles	Bridge Replacement	Local	2	2	TBD	\$240,000		TBD		\$240,000

SEAGO REGION  
2023- 2027 TIP

Approved By: TAC - 3/17/22 Administrative Committee- 3/31/22 Executive Board - 3/31/22

CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	PE/Design	Rural Major Collector	2	2	TBD	\$6,320,641		\$382,054		\$6,702,695
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	ROW	Rural Major Collector	2	2	TBD	\$1,131,600		\$68,400		\$1,200,000
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	Construction	Rural Major Collector	2	2	TBD	\$61,084,658		\$3,392,286		\$64,476,944
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,045,000		\$63,165		\$1,108,165



# TAC PACKET

**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**  
**DATE: JULY 13, 2022**  
**RE: DEVELOPMENT OF RTAC REGIONAL PROJECT LIST**

Last year, the Rural Transportation Advisory Council (RTAC) requested that Greater Arizona COGs and MPOs develop a list of regional priorities consisting of the top projects to be put forward by all of the COGs/MPOs in Greater Arizona to the State Legislature for funding. RTAC recommended that \$50 million of this year’s transportation earmark funding be designated towards regional transportation priorities.

The Greater Arizona Priority Project List was included in the in the leadership budget framework on June 10, 2022. Unfortunately, they were pulled at the last minute from the final budget. RTAC has indicated that this year’s budget includes a very substantial carry forward balance for next year, so we should be prepared to pursue another request.

RTAC has requested that Greater Arizona COGs/MPOs develop tiered project lists of \$100/200/300 million. The following table reflects SEAGO’s allocation based upon 2020 population estimates:

COG/MPO	Population*	\$100M	\$200M	\$300M
CAG	80,859	\$ 4,491,051	\$ 8,982,103	\$ 13,473,154
CYMPO	138,652	\$ 7,700,976	\$ 15,401,953	\$ 23,102,929
LHMPO	60,775	\$ 3,375,551	\$ 6,751,101	\$ 10,126,652
METROPLAN	93,679	\$ 5,203,097	\$ 10,406,194	\$ 15,609,290
NACOG	334,400	\$ 18,573,165	\$ 37,146,331	\$ 55,719,496
PINAL (MAG)	312,042	\$ 17,331,363	\$ 34,662,725	\$ 51,994,088
SCMPO	128,720	\$ 7,149,336	\$ 14,298,671	\$ 21,448,007
<b>SEAGO</b>	<b>162,972</b>	<b>\$ 9,051,752</b>	<b>\$ 18,103,504</b>	<b>\$ 27,155,256</b>
SVMPO	71,677	\$ 3,981,067	\$ 7,962,134	\$ 11,943,201
WACOG	181,350	\$ 10,072,499	\$ 20,144,997	\$ 30,217,496
YMPO	235,321	\$ 13,070,143	\$ 26,140,286	\$ 39,210,429
<b>Total</b>	<b>1,800,447</b>	<b>\$ 100,000,000</b>	<b>\$ 200,000,000</b>	<b>\$ 300,000,000</b>

The timeline for identifying projects is very compact. RTAC would like the project list by September, so that it can present their recommendations to legislative leadership at the September Rural Transportation Summit scheduled for September 14/15, 2022.

To expedite the process and ensure we have projects listed in the Summit brochure, it is my recommendation that our Tier 1 projects include those that were vetted and approved at our meeting last July and by our Executive Board at their meeting last August. Those projects included the following:

RTAC PRIORITY TRANSPORTATION PROJECTS FOR THE SEAGO REGION				
Project Sponsor	Project Name	Total Cost	Local Contribution	Recommended Funding
Graham County	Safford Bryce Road – Talley Wash Crossing	\$941,669	\$210,462	\$731,207
City of Nogales	Industrial Park Drive Reconstruction Project	\$1,880,177	\$108,880	\$1,566,815
San Carlos Apache Tribe	Peridot Siding Road (BIA Route 103) Pavement Overlay Project	\$785,550	\$75,000	\$710,550
Santa Cruz County	Ruby Road Bridge at Potrero Creek Replacement	\$13,631,315	\$4,500,000	\$1,517,304
<b>Totals</b>		<b>\$17,238,711</b>	<b>\$4,894,342</b>	<b>\$4,525,876</b>

\* The above project cost estimates will need to be reviewed to reflect the impact of inflation.

Once the Tier 1 projects are adjusted for inflation, the TAC may want to consider that the balance of Tier 1 be placed on the Ruby Road Bridge at Potrero Creek Replacement Project. They were ranked #1 last year. However, their recommended funding was reduced so we could implement our “share the wealth strategy” to include as many projects in the list as possible.

**We will have 45,258,760 to develop a Tier 2 (\$100 million) and Tier 3 (\$150 million).**

Last year, the TAC agreed upon the following process to develop a project list:

- 1. Existing STBG Projects on our TIP will not be included in the project list. Since under the RTAC proposal, no COG/MPO or local jurisdiction would be precluded from pursuing separate earmarks for other projects. This would be the preferred path for the larger STBG projects currently on our TIP.**
- 2. The project call will be open to all SEAGO member agencies.**
- 3. There will be no project funding caps or county funding caps for this call.**
- 4. We will use our past practice of using our Mini-DCR (Design Concept Report) for project applications. The Mini-DCR Instructions are attached.**
- 5. We used the attached STBG Application Scoring Matrix to rank projects.**

- a. The TAC agreed that project application must score at least 20 points under Project Development Section of the Matrix to proceed through the process.**
- b. The TAC also agreed that applications must meet an overall score 60 points to proceed through the selection process.**

**Our time frame for list development is as follows:**

<b>Date</b>	<b>Action</b>
<b>7/21/22</b>	TAC finalizes project selection process
<b>7/25/22</b>	SEAGO opens Call for Projects
<b>8/11/22</b>	Tier 1 cost estimate updates submitted to SEAGO
<b>8/15/22</b>	Tier 1 projects submitted to RTAC
<b>8/25/22</b>	Call for Tier 2 and Tier 3 Projects closes
<b>9/22/22</b>	TAC ranks reviews and ranks projects
<b>11/3/22</b>	Tier 2/3 Projects submitted to SEGO AC for approval.
<b>11/18/22</b>	Tier 2/3 Projects submitted to EB for approval
<b>11/28/22</b>	Tier 2/3 Projects submitted to RTAC



**SEAGO TAC**  
**SURFACE TRANSPORTATION BLOCK GRANT (STBG)**  
**PROJECT APPLICATION SCORING FORM**

**Project Title:** \_\_\_\_\_

**Agency:** \_\_\_\_\_

**Scoring Agency:** \_\_\_\_\_

Scoring Criteria	Points (0-5)
<b>Project Development</b>	
Project Scope is clearly identified and feasible	0 1 2 3 4 5
Project Timeline is detailed and feasible	0 1 2 3 4 5
Project Budget is detailed and uses sound cost estimating principles	0 1 2 3 4 5
Project Budget is within SEAGO STBG funding cap or a funding Plan is in place if project exceeds funding cap	0 1 2 3 4 5
Matching Funds have been identified & secured	0 1 2 3 4 5
Project Development Risks (ROW, environmental, utilities, traffic) have been considered & addressed	0 1 2 3 4 5
<b>Project Development Score</b>	
<b>Safety</b>	
Application includes 5 years of <b>crash data</b> for the project location	0 1 2 3 4 5
Project demonstrates the ability to reduce the frequency and/or severity of roadway crashes	0 1 2 3 4 5
<b>Safety Score (Total Points x 3)</b>	
<b>Freight Movement/Economic Vitality</b>	
Provides access to existing/new economic opportunities	0 1 2 3 4 5
Improves connection of employment and activity centers to population centers	0 1 2 3 4 5
Improves movement of goods efficiently through the regional transportation network	0 1 2 3 4 5
<b>Freight Movement/Economic Vitality (Total points x 2)</b>	
<b>System Preservation &amp; Improvement</b>	
Improves multi-modal transportation	0 1 2 3 4 5
Preserves existing facilities and networks	0 1 2 3 4 5
Improves existing facilities and networks	0 1 2 3 4 5
<b>System Preservation &amp; Improvement (Total Points x 2)</b>	
<b>Total Score</b>	



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PLANNER**  
**DATE: JULY 12, 2022**  
**RE: SEPTEMBER TAC MEETING CONFLICT**

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Our September TAC meeting is currently scheduled for September 15, 2022. This date conflicts with the Rural Transportation Summit scheduled for September 14/15, 2022.

Our Combined Administrative and Executive Committee Meeting is scheduled for September 29, 2022. Any actions at our September meeting that requires SEAGO Board approval will need to be submitted by September 23, 2022.

The following dates are available to ensure compatibility with our Board schedule:

Thursday, September 8, 2022 at 10am  
Thursday, September 22, 2022 at 10am

# Supplemental Transportation Funding

## In State Budget:

### HB2858 – Capital Outlay; Appropriations; 2022-23

(Passed Legislature 6/23/22)



#### GREATER ARIZONA HIGHWAY AND ROAD INVESTMENT

Amount	Project	Location
<b>\$50M</b>	<b>SMART Fund</b>	<b>Federal grant application &amp; match assistance for Greater Arizona</b>
\$15M	SR-24 expansion land acquisition	Northern Pinal County, East Valley
\$200,000	Emergency evacuation bridge study	Lake Havasu City
\$1.5M	SR-69/SR-169 roundabout construction	Dewey-Humboldt, Yavapai County
\$100,000	SR-79 intersection assessment at Hunt Highway	Florence
\$100,000	SR-87 intersection assessment at Skousen Road	Coolidge
\$3M	SR-89/SR-89A TI design	Prescott
<b>\$39.2M</b>	<b>SR-90 pavement rehabilitation</b>	<b>Cochise County, Huachuca City, Campus Drive to U.S. Border Patrol Station</b>
<b>\$22.152M</b>	<b>US-191 pavement rehabilitation</b>	<b>Greenlee County, Clifton, mileposts 163-173</b>
<b>\$16.33M</b>	<b>US-191 pavement rehabilitation</b>	<b>Safford, between Armory Road and East Safford</b>
\$800,000	SR-238 improvements	Pinal County, City of Maricopa, between SR-347 and Green Road
\$6,142,800	Former SR-279 construction & improvements	Cottonwood
\$19M	SR-347 widening design	Pinal County, City of Maricopa to I-10
\$100,000	SR-389 intersection assessment at Arizona Ave.	Colorado City
\$15M	North/South Corridor Tier II Enviro Study	Pinal County
\$1.645M	SR-69 repavement	Prescott Valley (inflation adjustment for FY21-22 appropriation)
\$3.5M	US-95 improvements	Near Yuma Proving Ground (inflation adjustment for FY21-22 appropriation)
\$19,534,600	SR-95 repavement	Mohave County; Bullhead City & Lake Havasu City (inflation adjustment for FY21-22 appropriation)
<b>\$1,464,100</b>	<b>SR-186 &amp; I-10 Business Route repairs</b>	<b>Willcox (inflation adjustment for FY21-22 appropriation)</b>

\$3.71M	SR-90 improvements	Sierra Vista, between Moson Road and Campus Drive (inflation adjustment for FY21-22 appropriation)
\$31.5M	Greater Arizona pavement rehabilitation	Statewide projects (inflation adjustment for FY21-22 appropriation)
\$1M	Ganado School Loop Road repairs & upgrades	Navajo Nation, Apache County
\$5M	US-89 roundabout construction & improvements	Navajo Nation, Page
\$10M	N-9402 improvements	Navajo Nation, Lupton to Houck, north of I-40 near New Mexico Border
\$6M	N-35 improvements	Navajo Nation, northern Apache County
\$3M	Ruby Road bridge improvements	North of Nogales
\$10M	SR-97 improvements	Yavapai County, near Bagdad

#### NON-GREATER ARIZONA HIGHWAY AND ROAD INVESTMENT

Amount	Project	Location
\$64.2M	I-10 widening, SR-85 to Citrus	Maricopa County, West Valley
\$20.08M	Jackrabbit Trail improvements	Maricopa County, Buckeye
\$5M	SR-74 TI study and design at Lake Pleasant Parkway	Northern Maricopa County
\$9.514M	Loop 101 screen wall	Glendale, between 51 <sup>st</sup> Avenue and 59 <sup>th</sup> Avenue
\$4M	SR-303 improvements	Northern Maricopa County between I-17 and Lake Pleasant Parkway
\$19M	SR-303/I-17 TI design	Northern Maricopa County
\$568,000	Gila Bend Sentinel Exit Lighting	Western Maricopa County
\$14M	Sonoran Corridor Tier II Enviro Study	Pima County, Tucson
\$25M	I-11 Tier II Enviro Study	Western Maricopa County
\$7.25M	Loop 101, screen wall design and construction	Phoenix, near 16 <sup>th</sup> Street
\$8.75M	SR-347 & Riggs Road overpass construction	Near I-10 in Maricopa County north of City of Maricopa (inflation adjustment for FY21-22 appropriation)
\$2.625M	SR-347 & Riggs Road overpass design, ROW & easements	Near I-10 in Maricopa County north of City of Maricopa (inflation adjustment for FY21-22 appropriation)
\$25M	Loop 101 slip ramp access project	Western Maricopa County, Tolleson
\$38.482M	US-60 pavement rehab, Loop 101 to Loop 202	Maricopa County, East Valley

**OTHER TRANSPORTATION INFRASTRUCTURE INVESTMENT**

<b>Amount</b>	<b>Project</b>	<b>Location</b>
\$400M	I-10 widening	Casa Grande to Chandler, Maricopa & Pinal Counties
\$6M	Flagstaff Downtown Connection Center	Flagstaff
\$600,000	Prescott Airport Flight Education Complex construction	Prescott
\$27.1M	Airport Improvements	Statewide public airports

**GREATER AZ HIGHWAY & ROAD FUNDING:** \$284,978,500  
**NON-GREATER AZ HIGHWAY & ROAD FUNDING:** \$243,469,000  
**I-10 WIDENING (Pinal/Maricopa)** **\$400,000,000**  
**TOTAL HIGHWAY/ROAD FUNDING:** \$928,447,500

**OTHER INFRASTRUCTURE FUNDING:** **\$33,700,000**  
**TOTAL INFRASTRUCTURE INVESTMENT:** **\$962,147,500**

**PROJECTS FROM RTAC PRIORITY LISTS:** **13 PROJECTS TOTALING \$152,016,600**

**OTHER GREATER ARIZONA PROJECTS:** **16 PROJECTS TOTALING \$139,561,900**  
 Doesn't include: I-10 Casa Grande/Chandler widening \$400M  
 Statewide Airport Improvements \$27.1M



**ARIZONA STATE SENATE**  
*Fifty-Fifth Legislature, Second Regular Session*

FACT SHEET FOR S.B. 1739

transportation; 2022-2023.

Purpose

Makes statutory and session law changes relating to transportation necessary to implement the FY 2023 state budget.

Background

The Arizona Constitution prohibits substantive law from being included in the general appropriations, capital outlay appropriations and supplemental appropriations bills. However, it is often necessary to make statutory and session law changes to effectuate the budget. Thus, separate bills called budget reconciliation bills (BRBs) are introduced to enact these provisions. Because BRBs contain substantive law changes, the Arizona Constitution provides that they become effective on the general effective date, unless an emergency clause is enacted.

S.B. 1739 contains the budget reconciliation provisions for changes relating to transportation.

Provisions

***Fleet Management***

1. Allows the Supreme Court to lease or purchase motor vehicles for use by court personnel in conducting business activities in furtherance of the Supreme Court's administrative supervision over all Arizona courts, including the provision of adult and juvenile probation services.
2. Exempts the Supreme Court from requirements relating to fleet vehicle markings.
3. Requires the Supreme Court to recover all costs for fleet operation services.
4. Requires the Supreme Court to pay, from available monies, the cost of fleet operation services and replacements at a rate determined by the Director of the Arizona Department of Transportation (ADOT), including a separate vehicle replacement rate for motor vehicle replacements.
5. Requires the Supreme Court to deposit monies received for fleet operation services and vehicle replacement in the State Court Fleet Operations and Replacement (SCFOR) Fund.

***SCFOR Fund***

6. Establishes the SCFOR Fund consisting of:
  - a) the proceeds from sales of the Supreme Court's surplus motor vehicles;

- b) monies received for fleet operation services and vehicle replacement; and
  - c) legislative appropriations.
7. Specifies that the SCFOR Fund is a special state fund.
  8. Requires the Supreme Court to administer the SCFOR Fund.
  9. Specifies that monies in the SCFOR Fund:
    - a) do not revert to the state General Fund;
    - b) are continuously appropriated; and
    - c) are exempt from lapsing.

***Arizona Game and Fish Department (AZGFD) Fleet Vehicle Replacement Fund***

10. Establishes the AZGFD Fleet Vehicle Replacement Fund consisting of revenues received from the fees charged to AZGFD for having vehicles in the State Motor Vehicle Fleet.
11. Specifies that the purpose of the AZGFD Fleet Vehicle Replacement Fund is to acquire and replace AZGFD vehicles and equipment.
12. Requires AZGFD to administer the AZGFD Fleet Vehicle Replacement Fund.
13. Specifies that monies in the AZGFD Fleet Vehicle Replacement Fund are continuously appropriated.

***AZGFD Fleet Operations Fund***

14. Establishes the AZGFD Fleet Operations Fund consisting of revenues received from the fees charged to AZGFD for having vehicles in the State Motor Vehicle Fleet.
15. Specifies that the purpose of the AZGFD Fleet Operations Fund is to maintain and operate the State Motor Vehicle Fleet.
16. Requires AZGFD to administer the AZGFD Fleet Operations Fund.
17. Specifies that monies in the AZGFD Fleet Operations Fund are continuously appropriated.

***State Match Advantage for Rural Transportation (SMART) Fund***

18. Establishes the SMART Fund consisting of:
  - a) monies appropriated by the Legislature; and
  - b) any nonfederal gifts, grants, donations or other amounts received from any public or private source for transportation projects.
19. Requires ADOT to administer the SMART Fund.
20. Specifies that monies in the SMART Fund are continuously appropriated.
21. Requires the State Treasurer, on notice from ADOT, to invest and divest monies in the SMART Fund.

22. Requires monies earned from investment be credited to the SMART Fund.
23. Allows ADOT to establish any subaccount in the SMART Fund that ADOT determines is necessary to carry out the outlined purposes.
24. Prohibits the State Transportation Board from approving any expenditures from the SMART Fund unless the expenditure is made in accordance with outlined requirements.
25. Requires monies in the SMART Fund to be used only:
  - a) to reimburse up to 50 percent of the costs associated with developing and submitting an application for a federal grant;
  - b) as a match for a federal grant; or
  - c) to reimburse design and other engineering services expenditures that meet federal standards for projects eligible for a federal grant.
26. Requires monies in the SMART Fund to be allocated for outlined purposes as follows:
  - a) 20 percent to counties with a population of 100,000 persons or more;
  - b) 20 percent to counties with a population of fewer than 100,000 persons;
  - c) 20 percent to municipalities with a population of 10,000 persons or more;
  - d) 20 percent to municipalities with a population of fewer than 10,000 persons; and
  - e) 20 percent to ADOT.
27. Excludes, from SMART Fund eligibility:
  - a) a county with a population of more than 1,000,000 persons; and
  - b) a municipality entirely located in an urbanized area of a county with a population of more than 1,000,000 persons.
28. Prohibits ADOT from using SMART Fund monies for projects that are located in an urbanized area of a county with a population of more than 1,000,000 persons.
29. Requires a political subdivision to:
  - a) submit a SMART Fund application (application) to ADOT to be eligible for an award from the SMART Fund; and
  - b) first obtain the approval of the applicable metropolitan planning organization or council of governments before submitting an application to ADOT.
30. Allows ADOT to establish an application deadline for each federal grant match.
31. Requires ADOT, on receipt of an application, to determine if the requirements of the notice of funding opportunity are met and if the approval required is granted.
32. Requires ADOT to forward the application to the Departmental Committee for a recommendation, if ADOT determines that the application meets the requirements and is complete.
33. Requires ADOT, if a recommendation is made, to notify the Chairperson of the State Transportation Board that the application is ready for consideration and action by the State Transportation Board.

34. Requires the Chairperson of the State Transportation Board to place the application on an agenda for action within 45 days after original receipt of the notification.
35. Allows the State Transportation Board to give preference to SMART Fund applicants (applicants) that can demonstrate either or both:
  - a) the percentage of matching monies provided by the applicant; and
  - b) the extent that the applicant will partner with other entities to deliver the project.
36. Allows the State Transportation Board to approve, deny, modify or request more information on the application.
37. Requires ADOT, upon approval of an award by the State Transportation Board, to execute an intergovernmental agreement with the applicant regarding reimbursement and expenditures.
38. Requires the State Transportation Board, on ADOT's request, to approve the use of allocated monies.
39. Allows ADOT to use up to one percent of the monies allocated to administer the fund.
40. Requires an applicant that receives an award but is not able to secure the federal grant to notify ADOT within 15 days after receiving notice that the applicant has not secured the federal grant.
41. Requires ADOT, after receiving the applicant's notice, to make the award monies available for other applications.

#### *Miscellaneous*

42. Excludes ADOT from participating in the State Motor Vehicle Fleet.
43. Requires the Departmental Committee to review and make recommendations to the State Transportation Board for applications.
44. Renames the *Transportation Department Equipment Fund* as the *Transportation Department Fleet Operations Fund*.
45. Defines terms.
46. Makes technical and conforming changes.
47. Becomes effective on the general effective date, retroactive to June 30, 2021.

Prepared by Senate Research  
June 20, 2022  
RA/sr



# TAC PACKET

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**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR  
**DATE:** JULY 14, 2022  
**RE:** REGIONAL ROAD PAVEMENT ASSESSMENT PROJECT - UPDATE

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The following is an update involving our Regional Road Pavement Assessment Project:

**Miles Collected:**

Jurisdiction	Miles
BEN	9.46
BIS	11.59
CCH	233.21
DGS	25.57
GGH	2.51
NOG	9.32
PAT	5.88
SAF	6.43
SSC	57.28
THR	8.24
TMB	14.05
WLX	5.51
<b>Total Miles 7/12/22</b>	<b>389.05</b>

**Training:**

Our training for the data portal was conducted on June 16, 2022. The training was attended by 17 people and 11 agencies. You can access a recording of the training at:

<https://us02web.zoom.us/rec/share/zEITzpup3ZRjinNCut9S79MWEEnRc991dGsuwzKdhkTSIgn60EgOJo7eu1oTfPifg.IMe8Lrn2th7JpdBT>

**Vaisala Portal Access:**

We have provided email invites for portal access and to the Vaisala Training Academy to each agency. Below is the status by agency:

Agency	Accepted	Invite Not Accepted
Barney Bigman/SCAT		X
Bradley Simmons/Cochise County	X	
Gabe Bowman/Safford	X	
Leonard Fontes/Santa Cruz County	X	
Juan Guerra/Nogales		X
Jesus Valdez / Santa Cruz County		X
Jackie Watkins/Cochise County		X
Karen Lamberton/SVMPO		X
Logan Dodd/Bisbee	X	
Lance Henrie/Safford	X	
Luis Pedroza/Douglas	X	
Max Tapia/Douglas	X	
Michael Bryce/Graham County		X
Matthew Gurney/Bisbee	X	
Mark Hoffman/ADOT		X
Michelle Johnson/Benson	X	
Ronald Robinson/Patagonia		X
Rudy Perez/Clifton		X
Reed Larson/ Greenlee County		X
Ramiro Martins/Graham County		X
Steve Schasteen/Cochise County	X	
Tom Palmer/Thatcher		X
Vernon Batty/Pima	X	
William Teeters/Willcox		X

We are finding that some invites are not getting through your email systems. Those who did not receive the invite may want to ask their IT department for assistance in whitelisting the following Vaisala addresses so the invites will not get filtered out at the server level or sent to their junk folders:

- [support.ai@vaisala.com](mailto:support.ai@vaisala.com)
- [mylearning@vaisala.com](mailto:mylearning@vaisala.com)
- [vaisala.ai@mg.vionice.io](mailto:vaisala.ai@mg.vionice.io)
- [support@vaisala.ai](mailto:support@vaisala.ai)

We will resend the invites the week following our TAC meeting.

### Program Expansion

Cochise County recently expressed interest in expanding the program for sign data collection on their dirt roads. Although we do not currently have the funding available to expand the program through the STBG Program, SEAGO is willing to enter into Intergovernmental

Agreements (IGAs) with our member agencies. This would provide our agencies the opportunity to avoid a lengthy procurement process, receive the reduced mileage rate we negotiated with Vaisala, and have a compatible portal with SEAGO. The following would be the costs associated with an IGA:

1. Mileage Cost \$35 per mile
2. Data Collection Equipment Package: \$1,300 per device.

For Example: A 12-month contract with 1,000 miles and two collection devices would cost the agency \$37,600.

Local Agencies will be responsible for:

- Driving their dirt roads;
- Uploading the data collected;
- Providing SEAGO with a GIS shape file of their dirt road network.

SEAGO will be responsible for:

- Coordinating the development of a County specific portal;
- Coordinating the development of the dirt road GIS layer with Vaisala;
- Coordinate service requests with Vaisala;
- Provide technical assistance and training;
- Cover data storage costs;
- Order equipment and invoice agency;
- Track mileage and invoice agency.

If you have interest, please let me know.

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Reconnecting Communities Pilot (RCP) Discretionary Grant Program**

**AGENCY:** Office of the Secretary of Transportation, U.S. Department of Transportation (DOT)

**ACTION:** Notice of Funding Opportunity (NOFO), Assistance Listing #20.940

**SUMMARY:** The purpose of this notice is to solicit applications for Reconnecting Communities Pilot (RCP) Program grants. Funds for the Fiscal Year (FY) 2022 RCP Program are to be awarded on a competitive basis for projects that reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

**DATES:** Applications must be submitted by 11:59 PM EDT on Thursday, October 13, 2022. Late applications will not be accepted.

**ADDRESSES:** Applications must be submitted through <https://www.grants.gov>. Opportunity number, DOT-RCP-FY22-01.

**FOR FURTHER INFORMATION:**

Ongoing updates, webinar notices, FAQs: <https://www.transportation.gov/reconnecting>.

Email: [reconnectingcommunities@dot.gov](mailto:reconnectingcommunities@dot.gov)

Call: Faith Hall at (202) 366-9055. A Telecommunications Device for the Deaf (TDD) is available (202) 366-3993.

Contact DOT operating administration field or headquarters offices:

- Federal Highway Administration, <https://www.fhwa.dot.gov/about/field.cfm>;
- Federal Transit Administration, <https://www.transit.dot.gov/about/regional-offices/regional-offices>;
- Federal Railroad Administration, <https://railroads.dot.gov/about-fra/contact-us>.

**TABLE OF CONTENTS:** Each section of this notice contains information and instructions relevant to the application process for RCP Program grants. All prospective applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

A	PROGRAM DESCRIPTION
B	FEDERAL AWARD INFORMATION
C	ELIGIBILITY INFORMATION
D	APPLICATION AND SUBMISSION INFORMATION
E	APPLICATION REVIEW INFORMATION
F	FEDERAL AWARD ADMINISTRATION INFORMATION
G	FEDERAL AWARDED AGENCY CONTACTS
H	OTHER INFORMATION

## **A. Program Description**

### **1. Overview**

The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

The program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, restore community connectivity, and improve peoples' lives. The variety of transformative solutions to knit communities back together can include: high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization. The RCP Program welcomes applications from diverse local, Tribal, and regional communities regardless of size, location, and experience administering Federal funding awards.

The total amount of funding available in this NOFO for FY 2022 is up to \$195 million.<sup>1</sup> The FY 2022 funding will be implemented in alignment with the priorities in Executive Order 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64355).<sup>2</sup>

### **2. RCP Grant Types and Deliverables**

The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; to conduct public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities. See Section C for further eligibility information.

### **3. RCP Grant Priorities and Policy Priorities**

The primary goal of the RCP Program is to reconnect communities harmed by transportation infrastructure, through community-supported planning activities and capital construction projects that are championed by those communities. The RCP Program aligns with Biden-Harris Administration policies and priorities, including the DOT Strategic Plan goals of Safety,

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<sup>1</sup> Sections 11101(d)(3) and 11509 of Division A of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021, "Bipartisan Infrastructure Law," or "BIL") authorized a total of \$500 million of contract authority from the Highway Trust Fund to be awarded by the DOT for the FY 2022-2026 RCP Program. Title VIII, Division J appropriated an additional \$500 million from the General Fund to be awarded by the DOT for the FY 2022-2026 RCP Program. Of the total amount of the FY 2022 RCP funding available in this notice, \$95 million is authorized contract authority from the Highway Trust Fund (HTF) and \$100 million is appropriations from the General Fund (GF). Due to the imposition of the obligation limitation on the HTF, approximately \$86.7 million is available for award. Due to the Federal Highway Administration's 1.5% administrative take-down from GF funds, \$98.5 million is available for award.

<sup>2</sup> The priorities of Executive Order 14052, Implementation of the Infrastructure Investments and Jobs Act are: to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards and equal employment opportunity, strengthen infrastructure resilience to hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

Economic Strength, Equity, Climate and Sustainability, Transformation, and Organizational Excellence.<sup>3</sup>

A cornerstone of the RCP program is DOT's Equity Strategic Goal to reduce inequities across our transportation systems and the communities they effect. The RCP Program seeks to redress the legacy of harm caused by transportation infrastructure, including barriers to opportunity, displacement, damage to the environment and public health, limited access, and other hardships. In pursuit of this goal, the program will support and engage economically disadvantaged communities to increase affordable, accessible, and multimodal access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and park space.

Thus, the program will be implemented in line with the DOT Equity Action Plan<sup>4</sup>; Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*; Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*; *Interim Implementation Guidance for the Justice40 Initiative*; and these additional equity-related objectives:

- **Housing Supply:** DOT intends to further the goals of the White House Housing Supply Action Plan<sup>5</sup> by encouraging an increase in housing supply, particularly location-efficient affordable housing, locally-driven land use and zoning reform, rural main street revitalization, growth management, and transit-oriented development.
- **Rural and Tribal Communities:** Consistent with DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative, DOT seeks to award funding to rural and Tribal communities which face unique challenges related to mobility and economic development, including isolation, transportation cost burden, and traffic safety.

In addition to Equity, DOT will also promote the following DOT Strategic Plan priorities in evaluating applications and RCP program implementation:

- **Safety:** In support of the National Roadway Safety Strategy which commits DOT to respond to the current crisis in roadway fatalities<sup>6</sup>, DOT encourages communities to adopt and implement Complete Streets policies that prioritize safety of all users.<sup>7</sup>
- **Economic Strength and Global Competitiveness:** The program intends to strengthen the economy through the creation of good-paying jobs with the free and fair choice to join a union, strong labor standards, and workforce programs.
- **Climate and Sustainability:** As part of the United States' commitment to reaching net-zero emissions economy-wide by 2050, applicants are encouraged to consider environmental justice, climate change, energy efficiency, sustainability, resilience, flood risk, and shifting trips to more affordable, safe, and less polluting modes of travel.
- **Transformation:** The program will advance innovative solutions to reconnecting communities through technical assistance, applicants' research and study of communities divided by infrastructure, and program evaluation that will assess outcomes of the pilot.

See Section E.1.i for more detail on merit criteria that implement priorities outlined above.

#### **4. Technical Assistance**

The RCP Program provides DOT up to \$30 million, cumulatively for FY 2022 – FY 2026, to provide technical assistance and capacity building support for RCP applicants and grant recipients that complements existing DOT technical assistance offerings.<sup>3</sup>

Recipients of FY 2022 Planning Grants and Capital Construction Grants will have access to RCP technical assistance based on the availability of DOT resources. DOT will prioritize technical assistance for recipients serving economically disadvantaged communities. Overall, the goals of RCP technical assistance are to build organizational and community capacity to engage in transportation planning and support communities in identifying innovative solutions to infrastructure challenges as part of the Federal program.

Applicants may indicate their interest in receiving technical assistance by identifying the applicable topics listed in the Key Information table in Section D.2.ii. Later this year, DOT plans to issue more information about the availability of, and process for obtaining, access to a broad range of new technical assistance offerings that complement existing DOT resources.

For prospective applicants who are not ready to apply for an FY 2022 Planning or Capital Construction Grant but would still like to receive technical assistance specific to the RCP program, DOT intends to provide technical assistance through learning academies starting in 2023. Separately, DOT will also conduct one or more future competitive solicitations to select partner organization(s) to provide technical assistance through the RCP program and other technical assistance programs.

#### **B. Federal Award Information**

##### **1. Total Funding Available**

In FY 2022, BIL allocates up to \$195 million for the RCP program. It allocates \$50 million for Planning Grants, which includes funding for technical assistance, and \$145 million for Capital Construction Grant funds. See Section C – Eligibility Information.

DOT understands that the amount allocated for Capital Construction Grants in FY 2022 may not cover the recipient’s full request. If a Capital Construction Grant recipient does not receive the full funds requested, the funded RCP project will receive a ‘Reconnecting Extra’ designation which encourages and facilitates RCP Program recipients’ pursuit of supplemental DOT discretionary program funding. If a project designated ‘Reconnecting Extra’ applies for funding under the FY 2023 – FY 2026 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) or Multimodal Projects Discretionary Grant (MPDG) programs and is determined eligible, DOT will deem the RCP project application ‘Highly Recommended’ subject to evaluation with the relevant program’s merit criteria. The Department will still consider the RCP project’s alignment with the relevant program’s requirements and any project risks before making any award to that RCP project. Projects with this designation that apply for DOT financing programs, such as the Transportation Infrastructure Finance and Innovation Act

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<sup>3</sup> See contact information on page 1 for DOT operating administration field and headquarters offices to learn more about existing technical assistance opportunities beyond this program.

(TIFIA) program and Railroad Rehabilitation and Improvement Financing (RRIF) program, will be considered for assistance to the extent permissible under law.

## **2. Availability of Funds**

RCP Program grant funds are available until expended. However, to ensure that projects are started and completed in an efficient manner, DOT encourages all projects awarded with FY 2022 RCP Program grant funds to be obligated by the same date of September 30, 2025. DOT retains the right to prioritize projects for selection that are most likely to achieve this timeline and choose from which source to award funds to recipients, as applicable.

Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2022 RCP Program awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement per 23 CFR 1.9.<sup>4</sup> In order to meet this timeline, DOT will prioritize project readiness and the likelihood that obligation can occur by this deadline when making project selections.

RCP Program Funds are administered on a reimbursement basis. Grant recipients will generally be required to pay project costs up front using their own funds, and then request reimbursement for those costs through billings. DOT will reimburse recipients only for costs incurred and for work performed after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. DOT may at its sole discretion and in limited circumstances establish "pre-award" authority for recipients.

Because award recipients under the RCP program may be first-time recipients of Federal funding, DOT is committed to implementing the program as flexibly as permitted by statute and providing assistance to help award recipients through the process of securing a grant agreement and delivering both Planning Grants and Capital Construction Grants.

## **3. Award Size**

### **i. Planning Grants**

In FY 2022, DOT may award up to \$50 million for eligible public engagement, feasibility studies, and other planning activities. BIL specifies that the maximum RCP Program Planning Grant award is \$2 million. DOT anticipates that Planning Grants may range from \$100,000 to \$2 million.

### **ii. Capital Construction Grants**

In FY 2022, DOT may award up to \$145 million for eligible construction activities necessary to carry out a project to remove, retrofit, or mitigate an existing eligible facility or replace an existing eligible facility with a new facility that reconnects communities. BIL specifies that the

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<sup>4</sup> Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RCP Program award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2022 RCP Program award cannot be charged to FY 2022 RCP funds. Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2022 RCP Program award, cannot be charged to FY 2022 RCP Program funds.

minimum capital construction grant award is \$5 million. DOT anticipates that Capital Construction Grants may range from \$5 million to \$100 million. If a project is partially funded, project components executed through the RCP award must demonstrate independent utility.

## **C. Eligibility Information**

### **1. Eligible Applicants**

The designated lead applicant will serve as the recipient to administer and implement the project. If the applicant seeks to transfer the award to another entity, that intention should be made clear in the application and a letter of support from the otherwise eligible, designated entity should be included in the application.

Applicants without experience in DOT funding requirements may opt to jointly apply with a partner in the same State or region, that has an established financial relationship with DOT and has knowledge of Federal grant administration requirements, to minimize delays in establishing and implementing funding agreements. For joint application partners that would also receive grant funds through the recipient (lead applicant), or if the recipient seeks to transfer the award to another agency, the recipient must determine whether such arrangement would be contractual (example, with philanthropic or community-based organizations), or if the partners would be treated as a sub-recipient (example, with other governmental entities). Ultimately, the recipient is responsible for compliance with all Federal requirements applicable to the award.

#### **i. Planning Grants**

Eligible applicants are: (1) a State; (2) a unit of local government; (3) a Federally recognized Tribal government; (4) a Metropolitan Planning Organization; and (5) a non-profit organization.

#### **ii. Capital Construction Grants**

Eligible applicants must be the owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed.<sup>5</sup> Owners of an eligible facility, for the purposes of submitting a grant application, may submit a joint application with: (1) a State; (2) a unit of local government; (3) a Federally recognized Tribal government; (4) a Metropolitan Planning Organization; and (5) a non-profit organization.

### **2. Cost Sharing and Matching**

#### **i. Match Requirements**

Matching funds may include non-Federal sources such as:

- State funds originating from programs funded by State revenue,
- Local funds originating from State or local revenue-funded programs,
- Philanthropic funds, or
- Private funds.

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<sup>5</sup> DOT interprets this statutory pre-requisite (See Pub. L. 117-58, Section 11509 (d)(1)) to mean the capital construction project is included in the applicable Metropolitan Transportation Improvement Program (TIP) and / or Statewide Transportation Improvement Program (STIP), Tribal Transportation Improvement Program (TTIP) or equivalent, as applicable, by the time of the obligation of the award. Public transportation projects should be included in the applicable Transit Asset Management Plan.

Grant recipients may also use in-kind or cash contributions toward local match requirements so long as those contributions meet the federal legal requirements. In-kind contributions may include compensation for community members' time, materials, pro bono work provided to the project by third parties, and donations from private sponsors.<sup>6</sup>

ii. Federal Share

a) Planning Grants Federal Share

Planning Grants may not exceed 80 percent of the total cost of the project for which the grant is awarded. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. As noted above, the local matching share may consist partially or entirely of in-kind contributions as well as contributions from the private sector and/or philanthropic organizations.

b) Capital Construction Grants Federal Share

Capital Construction Grants may not exceed 50 percent of the total cost of the project for which the grant is awarded. Federal assistance other than the RCP Program award (such as DOT formula funds, Tribal Transportation Program funds, or other Federal grants) may be used to partially satisfy the match requirement so long as total Federal assistance (all Federal sources), does not exceed 80 percent of the total cost of the project. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. As noted above, the local matching share may consist partially or entirely of in-kind contributions as well as contributions from the private sector and/or philanthropic organizations.

**3. Eligible Facilities, Activities, and Costs<sup>7</sup>**

The proposed project must address an “eligible facility,” which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Eligible facilities include: limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines, rail lines, gas pipelines, and airports. See Section H - Definitions for “highway” and Section D - Key Information table for a suggested list of other facilities.

i. Eligible Planning Grant Activities and Costs:

a) Public engagement activities, including community visioning or other place-based strategies for public input into project plans.

b) Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities, including assessments of:

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<sup>6</sup> Any in-kind contributions used to fulfill the cost-share requirement for Planning Grants and Capital Construction Grants must: be in accordance the cost principles in 2 CFR Part 200, Subpart E; including 2 CFR § 200.306(b) Cost Sharing or Matching; include documented evidence of completion within the period of performance; and support the execution of the eligible activities in Section C.3. See 23 CFR § 710.505 for requirements related to the donation of real property.

<sup>7</sup> Eligible activity costs must comply with the cost principles set forth in with 2 CFR Subpart E (i.e., 2 CFR § 200.403 and § 200.405). DOT reserves the right to make cost eligibility determinations on a case-by-case basis.

- Current traffic patterns on the facility and the surrounding street network.
- Capacity of existing transportation networks to maintain mobility needs.
- Alternative roadway designs or other uses for the right-of-way.
- The project’s impact on mobility of freight and people.
- The project’s impact on safety.
- The estimated cost to restore community connectivity and to convert the facility to a different design or use, compared to any expected maintenance or reconstruction costs.
- The project’s anticipated economic impact and development opportunities.
- The project’s environmental, public health, and community impacts.

c) Other planning activities in advance of the project, such as:

- Conceptual and preliminary engineering, or design and planning studies that support the environmental review for a construction project.
- Associated needs such as locally-driven land use and zoning reform, transit-oriented development, housing supply, in particular location-efficient affordable housing, managing gentrification and neighborhood change, proposed project impact mitigation, green and open space, local history and culture, access and mobility barriers, jobs and workforce, or other necessary planning activities as put forth by the applicant that do not result in construction.

ii. Eligible Capital Construction Grant Projects and Costs:

Eligible projects include those for which all necessary feasibility studies and other planning activities have been completed. Projects must be consistent with the Long-Range Statewide Transportation Plan, included in the Metropolitan Long-Range Plan (if applicable), and in the Metropolitan Transportation Improvement Program (TIP) and / or Statewide Transportation Improvement Program (STIP), Tribal Transportation Improvement Program (TTIP) or equivalent, as applicable, prior to the obligation of the award. Transit projects must be included in the investment prioritization of the relevant Transit Asset Management (TAM) Plan by the time of the obligation of the award.

Eligible construction grant activities include: preliminary and detailed design activities and associated environmental studies; predevelopment / preconstruction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process; the removal, retrofit, or mitigation of an eligible facility; the replacement of an eligible facility with a new facility that restores community connectivity; delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project.

iii. Prohibited Use

Funds may not be used to support or oppose union organizing.

**4. Data Collection Requirements**

Performance indicators used in reporting (See Section F.3) should align with project goals at least two of the merit criteria defined in Section E.1.i. DOT funds may be used for data collection and performance reporting and should be accounted for in the applicant’s budget.

DOT will work with grant recipients to determine the most appropriate indicators and metrics to assess project benefits before the grant agreement is established. Areas of measurement will relate to: 1) mobility, 2) access, 3) safety, 4) environmental impacts, 5) congestion, 6) economic development, 7) quality of life, and 8) community engagement. Indicators may document changes from an established baseline such as: new or improved physical pathways and crossings; new transportation options and services; population changes in the project area; employment opportunities for residents; partnerships formed; reduction of fatalities and serious injuries in the project area; location-efficient affordable housing units preserved and created; changes in land value; and monetary commitments for reinvestment in the project area.

For Planning Grants, the planning process could be used to collect data and establish a baseline of existing conditions and populations in the project area. For Capital Construction Grants, DOT will request a baseline report on existing conditions prior to the start of construction. (See Section F.3 – Reporting for specific requirements for deliverables and timelines.)

## **5. Application Limit**

DOT encourages joint applications from place-based partnerships headed by a lead applicant. A lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more applications, only the last three received will be reviewed.

## **D. Application and Submission Information**

### **1. Address to Request Application Package**

All grant application materials can be accessed at [grants.gov](https://www.grants.gov). Applicants must submit their applications via [grants.gov](https://www.grants.gov) under the Opportunity Number, DOT-RCP-FY22-01. Potential applicants may also request paper copies of materials at:

Telephone: (202) 366-4114  
Mail: U.S. Department of Transportation  
1200 New Jersey Avenue SE  
W84-322  
Washington, DC 20590

### **2. Content and Form of Application Submission**

Planning Grants and Capital Construction Grants have distinct application submission and supporting document requirements. DOT strongly recommends use of the template provided below. All applications should submit the following: Standard Forms; Key Information; Narrative; and Budget.

#### **i. Standard Forms**

All applicants must submit the following Standard Forms (SF):

- All applicants must submit the Application for Federal Assistance (SF-424)
- **For Planning Grants:**
  - Budget Information for Non-Construction Programs (SF-424A)

- Assurances for Non-Construction Programs (SF-424B)
- **For Capital Construction Grants:**
  - Budget Information for Construction Programs (SF-424C)
  - Assurances for Construction Programs (SF-424D)

ii. Key Information Table

Lead applicant name and organization type. (Please select one.)	<input type="checkbox"/> State <input type="checkbox"/> Unit of local government <input type="checkbox"/> Federally recognized Tribal government <input type="checkbox"/> Metropolitan Planning Organization <input type="checkbox"/> Nonprofit organization <input type="checkbox"/> Facility Owner
If a joint application, please provide organizational names of sub-recipients that will receive funds and other key partners.	
Indicate the annual budget and staffing of lead applicant organization and partner organization(s), if applicable. For non-profits, also indicate how long your organization has been in operation.	
Does the lead applicant have experience delivering Federally funded projects? If yes, please indicate granting Federal agency.	
Application type: (Please select one.)	<input type="checkbox"/> Planning Grant <input type="checkbox"/> Capital Construction Grant
If interested in receiving DOT technical assistance, which of the following topics are of most interest for your organization? (Please select all that apply.)	<input type="checkbox"/> Transportation Planning <input type="checkbox"/> Community Engagement <input type="checkbox"/> Environmental Compliance and Permit Approvals <input type="checkbox"/> Equitable Economic Revitalization <input type="checkbox"/> Place-Making and Urban Design <input type="checkbox"/> Community Stabilization <input type="checkbox"/> Data, Performance, and Mapping <input type="checkbox"/> Location-efficient Affordable Housing <input type="checkbox"/> Other _____

<p>Eligible Facility Type. (Please select all that apply.)</p>	<p><input type="checkbox"/> Interstate highway  <input type="checkbox"/> State highway  <input type="checkbox"/> Arterial roadway  <input type="checkbox"/> Other street or road  <input type="checkbox"/> Bridge or viaduct  <input type="checkbox"/> Transit  <input type="checkbox"/> Rail  <input type="checkbox"/> Airport  <input type="checkbox"/> Port  <input type="checkbox"/> Gas pipeline  Other infrastructure – <i>please describe</i></p>
<p>Location of eligible facility and project area: State and County, place name of the city, town, or jurisdiction.</p> <p>Provide Census FIPS codes or other geographic code identifiers for the facility location and project area.</p> <p>Provide geographic coordinates for the facility (bounding box comprised of four pairs of coordinates that create a rectangle around the facility).</p>	
<p>Are the eligible facility and project area located in an economically disadvantaged community? See Section H - Definitions. (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>Is the project located in a rural area? See Section H - Definitions. (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>For Capital Construction Grant applicants: Is the lead applicant the Facility Owner? (Please select one.)</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No</p>
<p>Pre-requisite for Capital Construction Grant applicants: Is the proposed project already included in the STIP, TIP, or equivalent? For transit projects, is the project in the TAM Plan? (Please select one and provide a link or include as a supplemental document.)</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No (Please provide additional details in the Project Readiness portion of the application describing how the project will be in such plan by the time of obligation of the award.)</p>

iii. Narrative

The primary purpose of the Narrative is for the applicant to state their case for meeting the merit criteria laid out in Section E. For Planning Grants, the narrative should not exceed 10 pages; for Capital Construction Grants, the narrative should not exceed 20 pages. The Narrative should be in PDF format, with font size of no less than 12-point Times New Roman, single-spaced, minimum 1-inch margins on all sides, and page numbers. Supplemental Project Readiness and Benefit Cost Analysis information for Capital Construction Grants will not count against this page limit.

Suggested Narrative Structure:

Planning & Capital Construction	Overview	D.2.iii.a
Planning & Capital Construction	Location & Map	D.2.iii.b
Planning & Capital Construction	Response to Merit Criteria	D.2.iii.c
Capital Construction	Project Readiness: Environmental Risk	D.2.iii.d
Capital Construction	Benefit Cost Analysis	D.2.iii.e

a) Overview

This section should provide an introduction, describe barriers posed by the eligible facility, describe the history and character of the community most impacted by the facility, and any other high-level background information that would be useful to understand the rest of the application.

b) Location & Map

This section should describe the location of the eligible facility that creates barriers to community connectivity, including to mobility, access, or economic development, as well as a description of the surrounding community impacted by the facility. This section should include a detailed geographic description and map of the facility location and identify elements of the existing transportation network.

c) Response to Merit Criteria

This section should describe how the project addresses each of the merit criteria: Equity, Environmental Justice, and Community Engagement; Mobility and Community Connectivity; Community-based Stewardship, Management, and Partnerships; and Equitable Development and Shared Prosperity. See Section E.1.i for detailed criteria descriptions.

d) Project Readiness

There is no narrative requirement for Project Readiness for Planning Grants. See Section E.1.ii for details on how Planning Grant applications are reviewed for Project Readiness.

There are narrative requirements for the Environmental Risk element of Project Readiness for Capital Construction Grants. This section should include sufficient information for DOT to assess the project’s likelihood of being included in the STIP or equivalent by the time of award

obligation, and in the TAM Plan for transit projects, and can be reasonably expected to begin construction in a timely manner. As DOT will perform an Environmental Risk review, the applicant should provide a project schedule and address required approvals and permits, NEPA class of action and status, public involvement, right-of-way acquisition plans, risk and mitigation strategies. See Section E.1.ii for full details on how Capital Construction Grant applications are reviewed for Project Readiness. For additional guidance and resources, visit <https://www.transportation.gov/reconnecting>

#### e) Benefit Cost Analysis for Capital Construction Grants

Planning Grant applicants do not need to submit the results of a benefit cost analysis (BCA).

Capital Construction Grant applicants should include the results of a BCA. The BCA should be briefly summarized in the Project Narrative. Applicants should provide the technical basis of the BCA sufficient to allow DOT to reproduce the analysis. Supplemental materials do not count against the overall application length. Many benefits of RCP Program projects may be difficult to quantify but should be explained as well as possible, whether such benefits are quantified or unquantified. Any claimed benefits should be clearly tied to the expected outcomes of the project and address benefits for users of the facility as well as benefits to the surrounding communities. For additional guidance and resources, visit <https://www.transportation.gov/reconnecting>

#### iv. Budget

In addition to the SF-424, applicants should describe the budget for the RCP Program project. At a minimum, the project budget should include:

- Costs for the FY 2022 RCP project. If the project contains distinct components or phases, the costs of each project component or phase should be separated and described. For a Capital Construction Grant, include information about the degree of design completion on which the cost estimates are based.
- The source, amount, and usage for all funds to be used for eligible project costs. Funding sources should be listed in one of three categories: Reconnecting Communities, other Federal funds (which together with the Reconnecting Communities funds cannot exceed 80 percent of total costs) and the 20 percent non-Federal match such as local, State, Tribal, philanthropic, private, and/or “in-kind” funds.
- For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency.
- For non-Federal funds to be used for eligible project costs, documentation of funding commitments.
- If the applicant is not a State DOT and contributions from a State DOT are included either as Federal funds or as non-Federal match, a supporting letter from the State DOT should be provided that indicates the amount and source of the funds

The budget should show the distribution of each funding source in each major planning or construction activity, including sub-recipient activity and compensation.

For each source of funds, the budget should discuss any restrictions on timing or use. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant’s control over whether it is

satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction.

Note: The budget should not include any expenses incurred prior to award of the grant. Expenses incurred between time of award and obligation are not eligible for reimbursement or for cost sharing, unless written authorization is received at the time of award selection, as described in Section B.2.

- **3. Unique Entity Identifier and System for Award Management (SAM)**

Each applicant is required to: (i) Register in SAM.gov before submitting an application; (ii) Provide a valid unique entity identifier in its application; and (iii) Maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal agency. DOT may not make a Federal award to an applicant until the applicant has complied with all unique entity identifier and SAM requirements. If an applicant has not fully complied with the requirements by the time DOT is ready to make an award, DOT may determine that the applicant is not qualified to receive an award.

#### **4. Submission Dates and Times**

Applications must be submitted by 11:59 PM EDT on Thursday, October 13, 2022.

#### **5. Funding Restrictions**

For funding restrictions that may affect an applicant's ability to develop an application and budget consistent with program requirements, see Section C of this notice.

#### **6. Other Submission Requirements**

The complete application must be submitted via [www.grants.gov](http://www.grants.gov). In the event of system problems or the applicant experiences technical difficulties, contact grants.gov technical support via telephone at 1-800-518-4726 or email at [support@grants.gov](mailto:support@grants.gov).

### **E. Application Review Information**

#### **1. Criteria**

This section specifies the evaluation criteria DOT will use to evaluate and select Planning Grant and Capital Construction Grant applications for RCP Program grant awards: Merit Criteria, Project Readiness, Benefit Cost Analysis (for Capital Construction Projects), and Other Considerations. Section E.2 describes the review, rating, and selection process. As described in greater detail in Sections E.1 and E.2, some evaluations are conducted for only a subset of eligible applications that advance to "Second-Tier Analysis."

##### **i. Merit Criteria**

#### **#1: Equity, Environmental Justice, and Community Engagement**

DOT will rate Planning Grant proposals on their approach to, and Capital Construction Grant proposals on having addressed, one or more of the following:

- Analysis, informed by community engagement findings and research, of harmful historic or current policies (e.g., displacement, segregation, exclusionary zoning<sup>8</sup>), existing socioeconomic disparities, environmental burdens and risks, the needs of the surrounding community—including special consideration for those most affected by the eligible facility—and how proposed solutions equitably distribute benefits and mitigate impacts supported by geospatial tools like [EPA’s EJSCREEN](#) and [FHWA’s Screening Tool for Equity Analysis of Projects](#).
- Community Participation Plan that facilitates meaningful engagement in planning, design, construction, operations, and related land use decisions. The Plan engages hard-to-access community members through culturally appropriate and innovative practices, which may include: surveys, interviews, focus groups, reimbursing local organizations and community members for their time and knowledge, childcare at public meetings, virtual and in-person platforms, and multi-language translation and outreach. The Plan establishes goals and measures for effectiveness.<sup>9</sup>

In addition to the above, Capital Construction Grant applications should also address mitigation plans for negative impacts of the proposed capital project by describing:

- Any construction-related displacement in the community and providing a robust mitigation plan that exceeds the basic requirements of the Uniform Relocation Act.
- The anticipated negative construction impacts, such as noise, dust, pollution, public transportation service disruptions, disturbances to sacred or historic sites, or flood risks, and a robust mitigation plan.

## **#2: Mobility and Community Connectivity**

DOT will rate Planning Grant proposals on their approach to, and Capital Construction Grant proposals on having addressed, one or more of the following:

- Facility presents significant barriers to access, mobility, and economic development and is poorly suited to the community. Proposes removal of barriers, including over-reliance on automobiles, to reconnect communities for people to live, work, play, and move freely and safely.
- Existing feasibility studies provide basis for further investigation to creatively convert the corridor for better access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and parks.
- New or improved, affordable transportation options to increase safe mobility and connectivity for all, including for people with disabilities, through lower-carbon travel like walking, cycling, rolling, and transit that reduce greenhouse gas emissions and promote active travel.

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<sup>8</sup> See *How We Grow Economic Opportunity for All* in USDOT’s Beyond Traffic report for more information, [https://www.transportation.gov/sites/dot.gov/files/docs/BeyondTraffic\\_tagged\\_508\\_final.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/BeyondTraffic_tagged_508_final.pdf).

<sup>9</sup> For current recipients of Federal financial assistance, please describe how your Title VI Plan and Community Participation Plan inform the activities described in the Reconnecting Communities grant application. For new applicants of Federal financial assistance, please describe any current or anticipated activities in support of drafting a Title VI Plan and Community Participation Plan and timeline for completion pursuant to the Title VI regulations, See 49 CFR § 21. For details on the Community Participation Plan, see DOT Title VI Order 1000.12C. See also Planning Assistance and Standards, Interested parties, public involvement, and consultation. For State DOTs, see 23 CFR § 450.210 (a)(1)(ix); For MPOs, see 23 CFR § 450.316 (a)(1)(x).

- Safe accommodation for all users and seamless integration with the surrounding character, context, and land use with consideration of climate resilience, stormwater and flood risk management, public health, and the economy.<sup>10</sup>
- Facility replacement or significant reconstruction is anticipated within a 20-year period based on facility age and condition.

In addition to the above, Capital Construction Grant applications should also address goods movement by describing:

- Impacts to goods movement, both regional and local, that uses the eligible facility.

### **#3: Community-based Stewardship, Management, and Partnerships**

DOT will rate Planning Grant proposals on their approach to, and Capital Construction Grant proposals on having addressed, one or more of the following:

- Community-centered approach to envision a reconnection solution that meaningfully redresses inequities and benefits economically disadvantaged communities.
- Formal partnerships, substantiated through signed commitment letters and budget, include entities with geographic ties to communities adjacent to the facility. Partners may include community-based organizations, anchor institutions, community development financial institutions, philanthropic and civic organizations, private sector entities, and State and local government.
- A representative community advisory group, advisory board or other place-based management organization to oversee community-developed priorities and initiatives, including the use of a community land trust, community benefits agreement, or other community development activities to redress transportation-related disparities.

Capital Construction Grant applications should also address how resources of partners and other Federal and non-Federal funds will support the success of proposed activities by providing:

- A complete description of resources committed to the project and fully outlining funding commitments from Federal and non-Federal sources, including: DOT formula funding, State or local funding, in-kind support, philanthropic contributions, public and private financing, and private sector funds. All funding should be reflected numerically in the budget.

Except as necessary to determine eligibility, as described in Section C.2, and as a factor in the Financial Completeness Assessment, as described in Section E.1.ii, DOT does not consider the proposed Federal share of an application when selecting among eligible applications.

### **#4: Equitable Development and Shared Prosperity**

DOT will rate Planning Grant proposals on their approach to, and Capital Construction Grant proposals on having addressed, one or more of the following:

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<sup>10</sup> The project application demonstrates that the project will be constructed or upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law.

- Comprehensive plan or framework that outlines a community’s vision, policies, and priorities to increase mobility and connectivity, create thriving and resilient communities, and redress inequities and barriers to opportunity.
- Community restoration, stabilization, and anti-displacement strategies, such as value capture, assistance for renters and legacy homeowner and small businesses, preservation, rehabilitation and expansion of location-efficient affordable housing, mixed-income, mixed use development, affordable commercial spaces, and other community wealth-building activities.
- Creative place-making that celebrates local history and culture through public art, greenspace, and recreational spaces for residents and visitors.
- Local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

In addition to the above, Capital Construction Grant applications should also address labor considerations by describing how the grant will support and use:

- Good-paying jobs with the free and fair choice to join a union, the incorporation of strong labor standards, pro-active anti-discrimination and anti-harassment plans, project labor agreements, workplace rights notices, training and placement programs, and local hiring and procurement preferences, particularly for underrepresented workers and individuals with convictions.
- High-quality workforce development programs with supportive services to train, place, and retain workers, especially joint-labor management training partnerships and registered apprenticeships.

ii. Project Readiness

For projects that advance to Second-Tier Analysis during application evaluation, DOT will assess project readiness to evaluate the likelihood of a successful project. In the project readiness analysis, DOT will evaluate Planning Grant applications and Capital Construction Grant applications according to a Technical Assessment and Financial Completeness Assessment. DOT will also evaluate Capital Construction Grant applications for Environmental Risk.

	Technical Assessment	Financial Completeness	Environmental Risk
Planning Grants	X	X	
Capital Construction Grants	X	X	X

- Technical Assessment is based on information contained throughout the application and does not require an additional submission. The Technical Assessment addresses the applicant’s capacity to successfully deliver the project in compliance with Federal requirements, previous experience with DOT discretionary grant awards, and the technical experience and resources dedicated to the project.
- Financial Completeness Assessment is based on information contained throughout the application and does not require an additional submission. The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant

presented a complete funding package. For projects that receive a rating of ‘complete’ and include funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants should describe a plan to address potential cost overruns.

- Environmental Risk Assessment requires additional information from the Capital Construction Grant applicant. It analyzes the project’s environmental approvals and the likelihood of outstanding, necessary approvals affecting project obligation.

### iii. Benefit Cost Analysis (BCA)

For Capital Construction Grant projects that advance to a Second-Tier Analysis, DOT will consider the project’s costs and benefits. To the extent possible, DOT will rely on the applicant’s submission of well-supported BCA analysis results described in Section D.2.iii.e. DOT acknowledges that many of aspects of reconnecting solutions, such as connectivity, community benefits, and quality of life, are difficult to quantify. Applicants should nonetheless discuss these types of benefits qualitatively. DOT will assign a rating to the project of either negative (costs exceed benefits), positive (benefits exceed costs), or uncertain. Projects with negative ratings may be selected for an award only if the project demonstrates clear potential benefits to connectivity, community engagement, quality of life for economically disadvantaged communities, particularly in geographically remote or less populated areas which may not be fully reflected in the BCA analysis.

## **2. Review and Selection Process**

This section addresses the methodology for evaluation, including intake, how applications will be rated according to selection criteria and considerations, and how those criteria and considerations will be used to and the process for creating a the list of Highly Rated Applications for Consideration by the Secretary. The RCP Program grant review and selection process consists of: eligibility review; Merit Criteria review; Project Readiness; Benefit Cost Analysis (for Capital Construction Grants); and Senior Review. The Secretary makes final project selections.

### i. Application Intake

For each application, an initial review will assess whether the applicant is eligible and submitted all the information requested for a complete application. Applications that may not have all the necessary components will be referred to an Evaluation Management Oversight Team, which will contact the applicant if it is determined they are an eligible applicant and request the missing information with a response time of 5 business days.

### ii. Merit Criteria Ratings

Teams comprising DOT staff, Federal inter-agency partner staff, and contractor staff review all eligible applications received by the deadline for a Merit Review and assign ratings as described in Section E.1.i. For each Merit Criterion, DOT will consider whether the application narrative is responsive to the selection criterion focus areas which will result in a rating of ‘High,’ ‘Medium,’ ‘Low,’ or ‘Non-Responsive’:

Rating Scale	High	Medium	Low	Non-Responsive
Description	The application is substantively and comprehensively responsive to the criterion. It makes a strong case about advancing the program goals as described in the criterion descriptions.	The application is moderately responsive to the criterion. It makes a moderate case about advancing the program goals as described in the criterion descriptions.	The application is minimally responsive to the criterion. It makes a weak case about advancing the program goals as described in the criterion descriptions.	The narrative indicates the proposal is counter to the criterion or does not contain sufficient information. It does not advance or may or negatively impact criterion goals.

Based on the criteria ratings, an overall application merit rating of ‘Highly Recommended,’ ‘Recommended,’ ‘Acceptable,’ or ‘Not Recommended’ will be assigned using the following methodology:

Overall Application Rating	Individual Criteria Ratings
Highly Recommended	<ul style="list-style-type: none"> <li>At least two ‘High’ ratings,</li> <li>Zero ‘Non-Responsive’ ratings</li> </ul>
Recommended	<ul style="list-style-type: none"> <li>At least one ‘High’ rating,</li> <li>No more than one ‘Low’ rating, and</li> <li>Zero ‘Non-Responsive’ ratings</li> </ul>
Acceptable	<ul style="list-style-type: none"> <li>Combination of ratings that do not fit within the definitions of Highly Recommended, Recommended, or Not Recommended</li> </ul>
Not Recommended	<ul style="list-style-type: none"> <li>Two or more ‘Non-Responsive’ ratings</li> </ul>

iii. Senior Review Team (SRT) Phase

Applications that receive an overall rating of ‘Highly Recommended’ based on the methodology above, proceed to the Second-Tier Analysis. The SRT may advance ‘Recommended’ applications that exhibit exceptional benefits for economically disadvantaged communities per Criterion #2 – Mobility and Community Connectivity and Criterion #4 – Equitable Development and Shared Prosperity to Second-Tier Analysis.

#### iv. Second-Tier Analysis

Second-Tier Analysis for Planning Grant applications consists of a two-part project readiness assessment for Technical Assessment and Financial Completeness. Second-Tier Analysis for Capital Construction Grant applications consists of a review of the Benefit-Cost Analysis and a three-part readiness assessment for Technical Assessment, Financial Completeness, and Environmental Risk. Assessments will be rated as follows:

- Technical Assessment results in a rating of: ‘Certain,’ ‘Somewhat Certain,’ ‘Uncertain,’ or ‘Unknown.’ Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of ‘Uncertain,’ but may result in a rating of ‘Unknown.’
- The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. It results in a rating of ‘Complete,’ ‘Partially Complete,’ or ‘Incomplete.’
- Environmental Risk Assessment analyzes the project’s environmental approvals and likelihood of the necessary approvals affecting timely project obligation. It results in a rating of ‘High Risk,’ ‘Moderate Risk,’ or ‘Low Risk.’
- Benefit Cost Analysis results are Positive (benefits outweigh costs) or Negative (costs outweigh benefits) or Uncertain.

Low ratings in any of these readiness areas do not disqualify projects from award, but competitive applications clearly and directly describe a realistic and achievable project and address risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

Each project readiness criterion has its own rating, but translates to ‘High,’ ‘Medium,’ or ‘Low’:

<b>Rating</b>	<b>High</b>	<b>Medium</b>	<b>Low</b>
<b>Technical Assessment</b>	<b>Certain:</b> The team is confident in the applicant’s capacity to deliver the project in a manner that satisfies federal requirements	<b>Somewhat Certain/Unknown:</b> The team is moderately confident in the applicant’s capacity to deliver the project in a manner that satisfies federal requirements	<b>Uncertain:</b> The team is not confident in the applicant’s capacity to deliver this project in a manner that satisfies federal requirements
<b>Financial Completeness</b>	<b>Complete:</b> The Project’s federal and non-federal sources are fully committed—and there is demonstrated funding available to cover	<b>Partially Complete:</b> Project funding is not fully committed but appears highly likely to be secured in time to meet the project’s construction schedule	<b>Incomplete:</b> The project lacks full funding, or one or more federal or non-federal match sources are still uncertain as to whether they will be secured in time to

	contingency/cost increases.		meet the project's construction schedule
<b>Environmental Risk Assessment (Capital Construction only)</b>	<b>Low Risk:</b> The Project has completed NEPA or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule.	<b>Moderate Risk:</b> The project has not completed NEPA or secured necessary federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary federal permits in the time necessary to meet their project schedule.	<b>High Risk:</b> The project has not completed or begun NEPA and there are known environmental or litigation concerns associated with the project.

Based on the Second-Tier Analysis, DOT will develop an aggregate Project Readiness rating of 'Very Likely,' 'Likely,' or 'Unlikely' using the following methodology:

<b>Overall Project Readiness Rating</b>	<b>Individual Criteria Ratings for Planning (2 Factors)</b>	<b>Individual Criteria Ratings for Construction (3 Factors)</b>
<b>Very Likely:</b> Based on the information provided in the application and the proposed scope of planning activities or construction project, it is very likely the applicant can successfully complete the project.	<ul style="list-style-type: none"> <li>• Two 'High'</li> </ul>	<ul style="list-style-type: none"> <li>• All 'High'</li> <li>• Two 'High,' one 'Medium'</li> </ul>
<b>Likely:</b> Based on the information provided in the application and the proposed scope, it is probably that the applicant can successfully complete the project.	<ul style="list-style-type: none"> <li>• Combination of ratings that do not fit within the definitions of Very Likely or Unlikely</li> </ul>	<ul style="list-style-type: none"> <li>• One 'High,' two 'Medium'</li> <li>• All 'Medium'</li> <li>• One 'High,' one 'Medium,' one 'Low'</li> </ul>
<b>Unlikely:</b> Based on the information provided in the application and the proposed scope, it is uncertain whether the applicant can successfully complete the project.	<ul style="list-style-type: none"> <li>• Two 'Low'</li> </ul>	<ul style="list-style-type: none"> <li>• Two 'Medium,' one 'Low'</li> <li>• Two or more 'Low'</li> </ul>

#### v. Highly Rated Applications for Secretary's Consideration

Following completion of Second-Tier Analysis, the SRT determines which applications with Second-Tier Analysis are designated as Highly Rated. The SRT reserves the right to confer and include consultation with DOT Field Offices and inter-agency Federal Departmental partners in determining which applications with Second-Tier Analysis are designated as Highly Rated. In addition to information provided in applications and the results of the Merit Criteria reviews and Second-Tier Analysis, the SRT may consider their personal knowledge and information provided by DOT Field Offices and inter-agency Federal partners on the alignment of specific applications with the criteria described in Section E.1.

For each grant type, the SRT will present the Secretary of Transportation with a list of Highly Rated Applications for the Secretary's Consideration. The SRT may refer select Capital Construction Grant applications for consideration for Planning Grant awards where project sponsors would benefit from additional planning, feasibility, design, and engineering to improve project readiness. Capital Construction Grant applications eligible for this consideration will have a 'Highly Recommended' merit rating, a 'Likely' or 'Unlikely' project readiness rating, and will exhibit exceptional benefits for economically disadvantaged communities per Criterion #2 – Mobility and Community Connectivity and Criterion #4 – Equitable Development and Shared Prosperity.

The SRT may advise the Secretary on any application on the list of Highly Rated Applications, including options for reduced awards. The Secretary makes final selections consistent with selection criteria and statutory requirements. The Secretary's selections identify the applications that best address program criteria outlined in Section E and program goals in Section A and are most deserving of funding.

To support the program goal of more equitable investment in economically disadvantaged communities, the SRT will seek to present a list of Highly Rated Applications sufficient to award the majority of RCP Planning Grant benefits, in the form of total overall RCP Planning Grant funds, to Planning Grant applications that serve economically disadvantaged communities.

The Secretary may consider benefits to economically disadvantaged communities, urban / rural / Tribal balance, geographic, and organizational diversity when selecting RCP Program grant awards.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information System (FAPIIS), the designated integrity and performance system accessible through SAM. An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

## **F. Federal Award Administration Information**

### **1. Federal Award Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/reconnecting>. The posting of the list of selected award recipients will not constitute an authorization to begin performance. Following the announcement, for each application received, DOT will provide email notification the point of contact listed in the SF-424 stating whether the application was selected for award. For selected applications, DOT will initiate negotiation of a grant agreement with that contact.

### **2. Administrative and National Policy Requirements**

#### **i. Equity and Barriers to Opportunity**

Each applicant selected for RCP Program grant funding must demonstrate effort to improve equity and reduce barriers to opportunity as described in Section A. Award recipients that have not sufficiently addressed equity and barriers to opportunity in their planning, as determined by DOT, will be required to do so before receiving funds, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Capital construction grant applications that have not sufficiently considered equity, community engagement, and safeguards to retain affordability for existing residents and businesses in project corridors and surrounding communities, as determined by DOT, will be required to do so before receiving funds for construction.

#### **ii. Labor and Workforce**

Each applicant selected for RCP Program Capital Construction Grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards as described in Section A.3. If applicants have not sufficiently considered job quality and labor rights in their planning, as determined by the Department of Labor, they will be required to do so before receiving funds, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR 22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335).

Recipients of an award under this program are also required to comply fully with the Davis-Bacon Act (40 U.S.C. §§ 3141-3148), which requires all laborers and mechanics employed by contractors or subcontractors in the performance of construction, alteration, or repair work on a project assisted in whole or in part by an award made available under this program be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor.

Equal employment opportunity is an important priority. DOT wants to ensure that sponsors have the support they need to meet requirements under EO 11246, *Equal Employment Opportunity* (30 FR 12319, and as amended). All Federally assisted contractors are required to make good faith efforts to meet the goal that women perform at least 6.9 percent of construction

project hours and people of color perform at least the construction project hours target pertinent to the project's geography.<sup>11</sup>

The U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP's Mega Construction Project Program from a wide range of federally assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award.<sup>12</sup> Under that partnership, OFCCP will ask these project sponsors to make clear to prime contractors in the pre-bid phase that project sponsor's award terms will require their participation in the Mega Construction Project Program.

### iii. Critical Infrastructure Security and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats, consistent with *Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience*. Each Capital Construction Grant applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by DOT and the Department of Homeland Security, will be required to do so before receiving funds for construction, consistent with the cybersecurity performance goals for critical infrastructure and control systems directed by the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems, found at <https://www.cisa.gov/control-systems-goals-and-objectives>.

### iv. National Environmental Policy Act of 1969 (NEPA)

Funding recipients must comply with NEPA under 42 U.S.C. §§ 4321 et seq. and the Council on Environmental Quality's NEPA implementing regulations at 40 CFR §§ 1500-1508, where applicable.

### v. Other Administrative and Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR § 200, Subpart F, as adopted by DOT at 2 CFR § 1201. Additionally, as permitted under the requirements described above, applicable Federal laws, rules, and regulations of the relevant operating administration (e.g., the Federal Highway Administration, Federal Transit Administration, Federal Railroad

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<sup>11</sup> Visit <https://www.dol.gov/sites/dolgov/files/ofccp/ParticipationGoals.pdf> for more information.

<sup>12</sup> Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under "Scheduling" on the Department of Labor website: <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

Administration, etc.).<sup>13</sup> DOT anticipates grant recipients will have varying levels of experience administering Federal funding agreements and complying with Federal requirements, DOT will take a risk-based approach to RCP Program grant agreement administration to ensure compliance with all applicable laws and regulations.

As expressed in Executive Order 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Infrastructure projects are subject to the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927) and applicable DOT Buy America requirements. DOT expects all recipients to be able to complete their projects without needing a waiver of those requirements. However, to obtain a waiver, a recipient must demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. Except as authorized under waivers issued by DOT, those statutes generally require the steel, iron, manufactured products, and construction materials used in a project to be produced in the United States. For additional information on DOT's Buy America requirements, see <https://www.transportation.gov/office-policy/transportation-policy/made-in-america>.

RCP Program applications should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. This should include a current Title VI plan, completed Community Participation Plan, or timeline for completion as referenced in Section E, and the establishment of an ADA Transition Plan. Additionally, DOT encourages RCP Program award recipients to adhere to the proposed Public Rights-of-Way Accessibility Guidelines and utilize universal design principles.<sup>14</sup> DOT's and the applicable Operating Administrations' Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

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<sup>13</sup> Please visit <https://www.transportation.gov/policy-initiatives/raise/grant-agreements> for the General Terms and Conditions for RAISE FY 2021 awards. The Reconnecting Communities FY 2022 Terms and Conditions will be similar to the RAISE FY 2021 Terms and Conditions and will include relevant updates consistent with this notice.

<sup>14</sup> <https://www.access-board.gov/prowag/>

### **3. Reporting**

#### **i. Progress Reporting on Grant Activities**

Progress reporting addresses both project administration and overall project benefits. It should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RCP Program. Section C - Data Collection Requirements.

During the project's period of performance, recipients must submit regular Performance Progress Reports (SF-PPR) and Federal Financial Reports (SF-425) to monitor project administration and ensure accountability and financial transparency in the RCP Program.

RCP Program recipients must also submit annual reports that address both project administration and the overall benefits delivered to the project area that were articulated in the applicants' grant proposal and agreed upon with DOT in the grant agreement prior to the obligation of the award. Five years after the project is complete, Capital Construction Grant recipients should submit a report fully documenting outcomes achieved in association with the RCP Program project.

#### **ii. Post Award Reporting Requirements / Reporting of Matters Related to Recipient Integrity and Performance**

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported in SAM that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Pub. L. No.110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Pub. L. No. 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available. Additionally, if applicable funding recipients must be in compliance with the audit requirements in 2 CFR § 200, Subpart F.

#### **iii. Program Evaluation**

As a condition of grant award, RCP Program grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. DOT may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) facilitates access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and sub-recipients are also encouraged to consider and incorporate program evaluation activities, which necessarily includes data collection, from the outset of their program design and to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and sub-recipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR §200).

**G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the Reconnecting Communities grant program staff via e-mail at [ReconnectingCommunities@dot.gov](mailto:ReconnectingCommunities@dot.gov), or call Faith Hall at 202-366-9055. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT’s website at <https://www.transportation.gov/reconnecting>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RCP Program grant selection and award process upon request.

**H. Other Information**

**1. Definitions**

Term	Definition
Community Advisory Board	For the purposes of this NOFO, a Community Advisory Board shall facilitate community engagement with respect to the project and track progress with respect to commitments of the grant recipient to inclusive employment, contracting, and economic development. A Community Advisory Board shall be composed of representatives of the community, owners of businesses that serve the community, labor organizations that represent workers that serve the community, and State and local government.
Displacement	In accordance with the Uniform Relocation Act, DOT defines a displaced person as any [eligible] person who moves from the real property or moves his or her personal property from the real property ... as a direct result of written notice of intent to acquire, or the acquisition, rehabilitation, or demolition of real property in whole or in part for a Federally-funded project. See full definition in 49 CFR 24.2(a)(9).

Economically Disadvantaged Community	<p>For the purposes of the RCP NOFO, applicants may demonstrate the “economic disadvantage” of the project area according to ONE of the following tools:</p> <ol style="list-style-type: none"> <li>1) EPA Environmental Justice Screening and Mapping tool (<a href="#">EJSCREEN</a>), Socio-economic indicator for low income, block groups in the 80<sup>th</sup> percentile or above, compared to the State.</li> <li>2) <a href="#">Areas of Persistent Poverty table</a> for the County or Census tract level.</li> <li>3) DOT’s mapping tool for Historically Disadvantaged Communities, See Transportation Disadvantaged Census Tracts in <a href="#">ArcGIS Dashboards</a>.</li> <li>4) Other Federally designated community development zones (for example: Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods).</li> </ol>
Eligible Facility	<p>A highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.</p>
Environmental Justice	<p>Environmental justice, as defined by the U.S. Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. See <a href="https://www.epa.gov/environmentaljustice">https://www.epa.gov/environmentaljustice</a></p>
Equitable Development	<p>Equitable development is a development approach for meeting the needs of all communities, including underserved communities through policies and programs that reduce disparities while fostering livable places that are healthy and vibrant for all.</p>
Equity	<p>The consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as persons of color; religious minorities; LGBTQI+ persons; persons with disabilities; rural residents; and people living in poverty.</p>
Gentrification	<p>As defined by the U.S. Environmental Protection Agency, gentrification commonly refers to the process of neighborhood change that occurs as places of lower real estate value are transformed into places of higher real estate value. In recent</p>

	<p>years, gentrification has become an increasingly common occurrence because of the growing popularity of urban centers and existing communities. Gentrification is a nuanced process whose outcomes may be viewed as: positive based on improvements to physical and economic infrastructure; negative when cultural assets and cherished institutions are compromised; or both positive and negative when important services (retail, housing, transportation, and the like) are provided, but are unaffordable by long-standing residents.</p>
Highway	<p>The term “highway” includes a road, street, and parkway and is inclusive of its associated right-of-way. A highway may incorporate a bridge, railroad-highway crossing, tunnel, drainage structures, including public roads on dams, signs, guardrails, and other protective structures; and a portion of any interstate or international bridge or tunnel and the approaches thereto, the cost of which is assumed by a State transportation department. See 23 USC 101(a)(11).</p>
Proposed Public Rights-of-Way Accessibility Guideline (PROWAG)	<p>PROWAG means the Public Right-of-Way Accessibility Guideline as published by the United States Access Board. These guidelines cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking and other components of public rights-of-way. <a href="https://www.access-board.gov/prowag/">https://www.access-board.gov/prowag/</a></p>
Rural	<p>For the purposes of this NOFO, rural jurisdictions are those outside of Urbanized Areas with populations below 50,000. See U.S. Census Bureau resources on <a href="#">Rural America</a> and <a href="#">Maps of Urbanized Areas</a>. A list of <a href="#">Urban Areas for the 2010 Census is available in the Federal Register</a>.</p>
Underserved Communities	<p>Refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.”</p>
Unit of Local Government	<p>The term “unit of local government” means any city, county, township, town, borough, parish, village, or non-general purpose local governments. For the purposes of this NOFO, a public transportation authority that is also a unit of local government would be eligible to apply.</p>
Universal Design	<p>Universal Design is the design and composition of an environment so that it can be accessed, understood and used to</p>

	<p>the greatest extent possible by all people regardless of their age, size, ability or disability. By considering the diverse needs and abilities of all throughout the design process, universal design creates products, services and environments that meet peoples' needs.</p>
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**2. Publication and Use of Application Information**

After the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies, if DOT determines that sharing is relevant to the respective program’s objectives. The Department may use information contained in applications to inform wider research on past harms.

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

**3. DOT Feedback on Applications**

DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. DOT strives to provide as much information as possible to assist applicants with the application process. Unsuccessful applicants may request a debriefing up to 90 days after the selected funding recipients are publicly announced. Program staff will address questions to [reconnectingcommunities@dot.gov](mailto:reconnectingcommunities@dot.gov) throughout the application period.

**4. Rural Applicants**

User-friendly information and resources regarding DOT’s discretionary grant programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) website at [www.transportation.gov/rural](http://www.transportation.gov/rural).