

GLO Pedestrian Egress Study Recommendations and Pursuit of Additional Funds



LRGV PEDESTRIAN EGRESS STUDY

April 24, 2024

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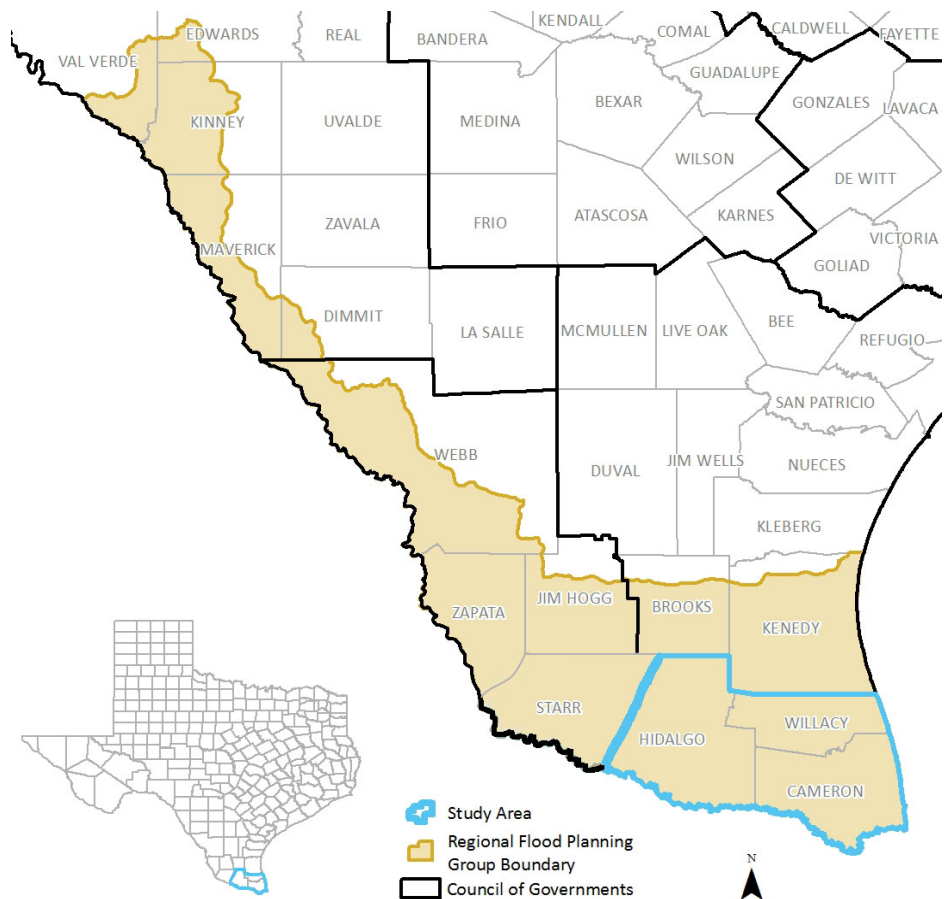
EXECUTIVE SUMMARY

During the June 2019 Texas Severe Storms and Flooding event, 80% of the City of Mission, part of Hidalgo County in the Lower Rio Grande Valley Region (LRGV) of Texas, flash floods hit parts of the LRGV, stranding cars on the roads and people in their homes. This significant event was the catalyst for a study on pedestrian mobility and alternative options for evacuations in the three counties that were most affected by this storm, Willacy, Cameron, and Hidalgo. The pedestrian mobility analysis also looks at how recreational trails and new infrastructure development can support flood mitigation functions. The capacity of the three counties to build in evacuation routes that can accommodate different types of mobility was assessed through data analysis and community feedback.

The study team conducted extensive outreach and engagement with elected officials, municipal staff, and residents over the course of spring, summer and fall in 2023. The existing plans and data helped to better understand mobility on the ground and build towards recommendations that aim to direct residents to safety during a flash flood event. Hard copy maps, a webmap and visual renderings were utilized to collect comments on expanding the trails network in the LRGV counties and how residents mobilize during disasters. Attendees were able to identify low-lying flooding hotspots around the three counties, as well as elevated regions that do not usually retain water and may be a location for safe refuge. These data sources and public comments were compiled into layers to separate out existing trails, potential shelter locations, and proposed trails that can keep users out of the floodplain.

It is clear that counties in the LRGV region have made significant strides in implementing active transportation infrastructure over the past decade, with hundreds of miles of newly added and planned trails across Cameron and Hidalgo Counties. These existing and planned trails have the opportunity to create connectivity across both counties but many of the existing trails are in less populated areas as they are intended to be recreational trail systems and therefore are less likely to provide evacuation support to pedestrians in more densely populated areas. Some of the existing and planned trails identified in the report are placed in areas that can provide egress and with proper site development and drainage considerations, these trails can serve as evacuation routes during an emergency. Willacy County was assessed as a separate entity as they are not a member of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), a regional organization with comprehensive datasets about

FIGURE 1: STUDY AREA MAP



active transportation routes (non-vehicular) and upcoming projects. Willacy County has some bicycle and pedestrian trails in a couple of their urban spaces, as well as part of their natural conservation areas, but the trails are looped and do not provide connectivity to other areas in the county, introducing a set of different issues that required more unique recommendations.

Across the study region, recommendations were made that encourage site improvements using open spaces for drainage benefits and recreational use, elevated constructed trails along drainage canals and green infrastructure components along pedestrian routes. The inclusion of facilities like emergency call boxes, constructed shelters, supportive lighting and other design features are also outlined as an introduction to the further recommendations and considerations to be discussed in preparing for disasters and evacuation scenarios.

In finalizing recommendations and evaluating special considerations for implementation, the project team identified several key factors that could impact effective implementation, as well as, best practices in emergency management and how to build overall community resilience. During the meeting with emergency managers and local leaders there was robust discussion about the need for any future projects to be integrated into existing emergency management protocol which may differ across jurisdictions. In order to enhance community resilience across the valley, some recommendations, especially around communications and response could benefit from a regional approach to implementation.

Recognizing that vulnerable populations are a main component of pedestrian populations in the region, identifying the locations of Colonias was critical in the data analysis and recommendations development. This project utilized the Texas Office of the Attorney General's (OAG) data set on colonias and found that there were inconsistencies with the data presented in the file and what the actual conditions were at specific site locations. There were several selected locations that were identified as colonias and when examined further, were properties that had key services and conditions not considered socially vulnerable. There were also areas that through public engagement were identified as being a colonia but were not identified on the OAG data file. Additional research was conducted to see if the individual counties or community groups had additional data. It was found that there was more data collected at the local level, but it was not collected in a cohesive manner that could be inputted into the project at a regional scale. Improving the validity of this data across the region in a coordinated effort would help local entities in their continued planning efforts be able to accurately understand the needs and conditions of residents and vulnerable populations.

To support ongoing efforts to build community resilience and especially for socially vulnerable populations, this report also outlines the concept of Resilience Hubs, a program developed by the Urban Sustainability Directors Network, to retrofit existing community spaces with additional services necessary to support socially vulnerable populations. The idea is being implemented in the City of Austin and could be a great long-term component to community resilience across the 3 county area. The recommendations developed in the previous report and analyzed further in this report have then been evaluated with the variety of funding sources to match potential projects with funding opportunities and stakeholders. The report then outlines key points for funding opportunities relating to emergency management, mobility, water management/ ecosystem services, community resilience. These categories of funding opportunities are then further defined with project types with the goal of identifying project eligibility for the various grant programs.



EMERGENCY PLANNING CONSIDERATIONS

Vulnerability in Emergency Preparedness and Response:

One of the main goals of this project is to highlight vulnerabilities in the region and provide guidance for how decision makers can implement projects to enhance community resilience to flooding. As has been previously discussed, Cameron, Hidalgo and Willacy are home to a higher concentration of populations deemed socially vulnerable based on at least one of the following factors: socioeconomic income, housing, age, healthcare needs or lack of vehicle. Special consideration for these individuals before, during and after a disaster was a common theme that city staff and elected officials expressed during engagement.

Records of global death due to natural disasters have indicated that older adults (65 years of age or older) are especially vulnerable during disasters (Sun & Sun, 2019). For disasters involving hurricanes or floods, evacuation is one of the most efficient responses that residents can take (Arce et al., 2017, Sun et al., 2016, Charnkol and Tanaboriboon, 2006) due to the widespread nature of the disasters and compounding hazards. Yet, a 2012 survey conducted by the National Council on Aging, found that 15% of U.S. adults aged 50 or older would not be able to evacuate their homes without help, and also that half of this group would need help from someone outside the household (National Council on Aging, 2018). Help from outside the house usually is in the form of first responders but they are at elevated risk to themselves when conducting risky rescue and evacuation operations in flash flooding events. A risk that elevates with every new rescue they must conduct. During the focus group discussions in July 2023, advocates for veterans relayed the difficulty these individuals face when evacuating and that creating some kind of database that identifies where they are located as well as a plan to get them out before a disaster event, is desired by emergency planning staff.

However, travel demand for evacuation is different from everyday travel needs and the foundation of travel needs in emergency situations requires knowledge of evacuation behavior. Therefore, understanding evacuation behavior and the factors that may affect evacuees' decisions are crucial in determining the forces behind evacuation travel demand (Charnkol & Tanaboriboon, 2006). The most prevalent reasons included; not having a working vehicle, not being able to afford to evacuate, having one of more household members with mobility issues, not being able to take a pet, and fear that they will not be able to return to their homes afterwards. Education about options and encouraging residents to make a plan during blue skies times, is a crucial part of emergency management and can significantly help reduce loss of life during a disaster event.

Accessibility:

For residents with mobility, visual and hearing impairments and other special needs, there is a need for specific considerations and services to provide safe and effective disaster response. Planning and emergency preparedness needs to include as many stakeholder types as possible in early phases of development projects. For purposes of evacuation, the first step is engaging with residents to understand the circulation paths that are utilized by individuals that have some sort of impairment that makes evacuating more difficult.

Vulnerable and marginalized groups are more likely to be impacted by disparities in service, or ill preparation for disaster response and recovery.



Vulnerable and marginalized groups include but are not limited to, children, the elderly, those who are physically and mentally disabled, medically dependent individuals, living in poverty, unhoused or rurally isolated. Cameron, Hidalgo and Willacy all have vulnerable populations at a higher rate than the state average. This creates difficulty when calling for mass evacuation as many vulnerable populations are reluctant to leave due to the uncertainty of if they can return or if shelters will be able to provide for their needs.

To accommodate a variety of users with a range of mobility capabilities, pathways for evacuation must meet certain standards. Providing clear pathways, free of obstruction and easy for different types of users to walk (children, elderly, handicap) is a crucial factor in community safety and should be considered for new trail projects and when improving roadways. Cracked sidewalks or street crossings with high curbs creates mobility issues and put residents in danger when they need to navigate flooded streets. In regard to planning trails that can also serve as an evacuation option, entrance and exits for trails must meet ADA compliance requirements and surfaces must be smooth and unobstructed. For instance, caliche would not be a desirable surface cover as little rocks can cause issues for wheels and tripping hazards. Along with that, proper signage will need to be incorporated frequently around the network of trails and sidewalks. An example that meets multiple needs is incorporating tactile signage to the trail network, as well as incorporating voice commands into electrical lighting and crosswalks.



Disaster Management:

Disaster management is best utilized when combining interdisciplinary approaches that focus on social, physical, environmental and technical elements. For this study, the circumstance is flooding due to an extreme rain event, upstream flooding issues or a tropical storm. The flat terrain and lack of naturally elevated regions for residents to seek safety is a secondary issue that exacerbates the risk to property and life. The development of hazard mitigation plans encourages the involvement of many different public, private and nonprofit entities to develop the best course of action for mitigating, responding, and recovering from a disaster. As part of the engagement process for this study, a variety of stakeholders were invited to provide their input, resulting in a wide range of recommendations that will need further study for feasibility. A one size fits all model is not going to fit the unique needs of communities across the study area. In particular, rural communities face greater challenges when implementing emergency preparedness policies, requiring unique resources to ensure health and safety of residents. This is most prevalent in Willacy County.

Hazard mitigation plans also outline how a community will respond to disasters and keep residents and built infrastructure safe. A community that completes a plan is eligible for Hazard Mitigation Funds through the Federal Administration of Emergency Management (FEMA) and their state led emergency management program. In Texas, this entity is Texas Division of Emergency Management (TDEM).



Pedestrian Evacuation in Rural Areas:

Establishing a trail network across all three counties is a great way to increase mobility in this region and encourage healthy lifestyle choices as well as offer options for residents to get around that does not depend on a motor vehicle. However, the prevalence of flat terrain, and distance between neighborhoods and safe shelters make it very difficult to plan a route that can reduce evacuation time for pedestrians. Many studies have been conducted on evacuation times and routes for residents residing in tsunami risk zones, where most people have an average of 30 minutes or less to evacuate after an earthquake has been detected. In these studies, it was found that Building a few high-capacity and high-resilience structures such as evacuation hills is a more effective and robust evacuation strategy than constructing many small high-raised buildings (Di Mauro, Megawati, Cadillos, & Tucker, 2013). This coupled with trail development and strategic land use planning that considers flood mitigation strategies are key to ensuring safety for residents during a flash flood event. If vertical evacuation buildings were pursued, they have a higher chance of being used if they are located along a direct evacuation route. Other trusted institutions, such as schools or religious buildings equipped with vertical evacuation options are a great idea as people are more likely to seek out these types of institutions in times of need (Chester, Duncan, Kilbern, Sangster, & Solana, 2015).

Hazard Mitigation Best Practices: Outreach & Education

The ultimate goal of mitigation is to reduce, if not eliminate the loss of life and property in the event of a disaster. The effectiveness of hazard mitigation can be amplified through a whole community approach, meaning all levels of government, private entities, and individual citizens are included in the mitigation strategy. While the federal and state government can provide grant funding and resources, the individuals that make up the community are just as important. With continued outreach and education efforts, public buy-in and political support for projects and regulations is developed overtime.

Creating a resilient community that can withstand and rapidly recover from disaster is a long term project. When there is a long gap between hazard events, interest can fade out. Maintaining the momentum following a disaster is challenging yet will keep mitigation efforts moving forward.

Targeting and directly inviting local organizations with similar interests and underserved communities, as well as providing various methods and opportunities for public involvement, such as infographics, videos, flyers, booths, open houses, and public meetings will have a further reach and help foster two-way communication and learning. When public input is valued and incorporated into mitigation efforts, it is noticed and the number of voices sharing the same important message is multiplied.

FIGURE 2: EDUCATIONAL RESOURCE EXAMPLE



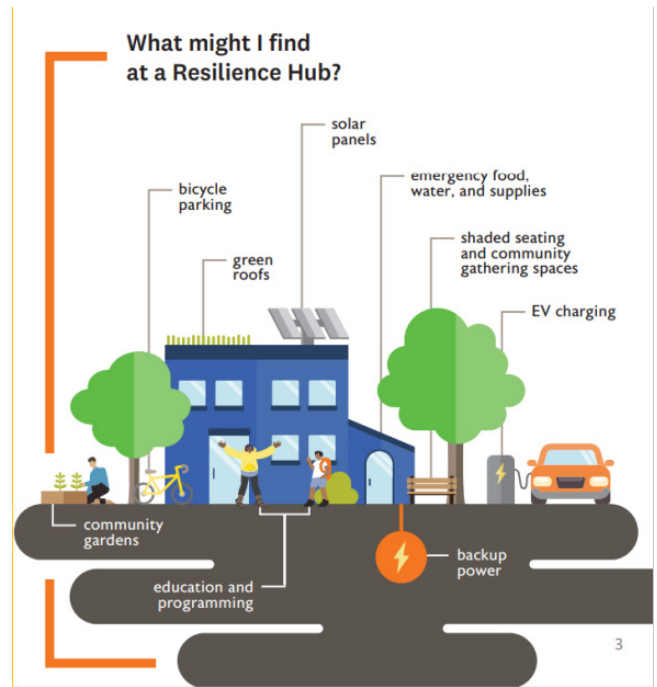
Resilience Hubs:

Resilience Hubs are community-serving facilities designed to support residents before, during, and after disasters. According to the Urban Sustainability Directors Network, Resilience Hubs provide an opportunity to effectively work at the nexus of community resilience, emergency management, and disaster mitigation while providing opportunities for communities to become more self-determining, socially connected, and successful before, during, and after disruptions.

As a community-oriented approach to emergency response, Resilience Hubs could be a great addition to the emergency management activities in the LRGV as they operate in trusted community spaces that serve as focal points for residents and can play a crucial role in enhancing community resilience. Many community spaces in the LRGV are already operating as community hubs; churches, schools, recreational centers and libraries, all offer support services and are the trusted community spaces that residents in need can turn to.

In order to activate these spaces as Resilience Hubs, the municipalities and regional partners can utilize a similar process to the City of Austin to evaluate existing facilities and make design and programmatic recommendations to enhance the services provided. The variety of services provided at a hub would be based on the community’s needs. Potential services can include access to information, accessible bathrooms, cell phone charging, cooling stations, as well as emergency response needs like temporary shelter, food and water.

FIGURE 3: FUNCTIONS OF A RESILIENCE HUB

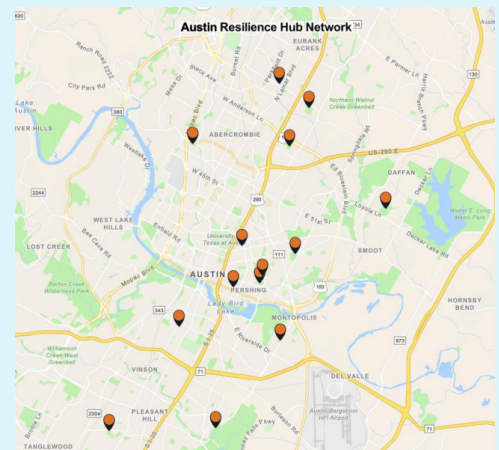


<https://www.usdn.org/resilience-hubs.html>

Resilience Hubs: City of Austin

The City of Austin has utilized Resilience Hubs as a key aspect of community-oriented resilience planning. The City developed a Hub Selection Process led by a Community Advisory Committee (CAC) to identify trusted facilities, then review data and evaluate capabilities at each facility. Then the facilities were designed and programmed to align with community needs. As illustrated in Figure 4, there have been 14 sites identified throughout the city with 6 pilot project locations in the works. Resilience Hubs could play a major role in emergency response and community resilience in the LRGV. Region stakeholders could identify key community spaces/shelters across the Counties that are in elevated areas and retrofit the spaces to provide additional services that would be useful to pedestrians during flash flood events. These hubs can provide shelter and access to basic services and emergency communications during flood events and can also operate as cooling stations during heat waves and additional shelters during hurricanes.

FIGURE 4: AUSTIN RESILIENCE HUBS



<https://www.austintexas.gov/resiliencehubs>

RECOMMENDATIONS

Communities can use a variety of approaches and tools to identify and plan for assisting at risk populations at increased risk from adverse impacts. Funding support to implement is provided in the following sections.

1. Create priority registries: a database that compiles information about individuals in need of extra time and care during an evacuation. A database can help emergency managers to prioritize before the risk of a natural disaster.
2. Community Outreach Information Network (COIN)- A process that was created by the CDC to organize grassroots network of community leaders and stakeholders to assist with evacuation and response activities for at-risk populations.
3. Conduct a risk assessment: A hazard vulnerability analysis can assess community hazards and risks to residents and help leaders to create solutions for mitigating.
4. Create a VOAD- Utilize existing organizations and networks to support evacuation activities. A VOAD is a coalition of nonprofits and organizations coming together during and after a disaster to volunteer and provide support.
5. Memorandum of Agreement- use cross-jurisdictional relationships and have an agreement of sharing supplies and services during a disaster from entities that are either outside of the reach of the disaster or have more capacity. Consider revising and revisiting this agreement every year or after a disaster to keep it up to date.

Willacy County - Special Considerations

Willacy County is the most rural of the three counties with a total population of just under 25K and large swaths of unincorporated and uninhabited land between the small municipalities. The county is under the jurisdiction of the Delta Lake irrigation district and the Willacy County Drainage District 1 & 2. Each of these districts only cover a portion of the county, with large regions still not covered by any irrigation or drainage district authority.

The county has a small number of trails that form a close loop. For the most part, bicyclist use the shoulder or very right lane of major roadways to get around the county. The flat terrain would contribute to an easily navigable bicycle and pedestrian network.

FIGURE 5: WILLACY COUNTY TRANSPORTATION NETWORK

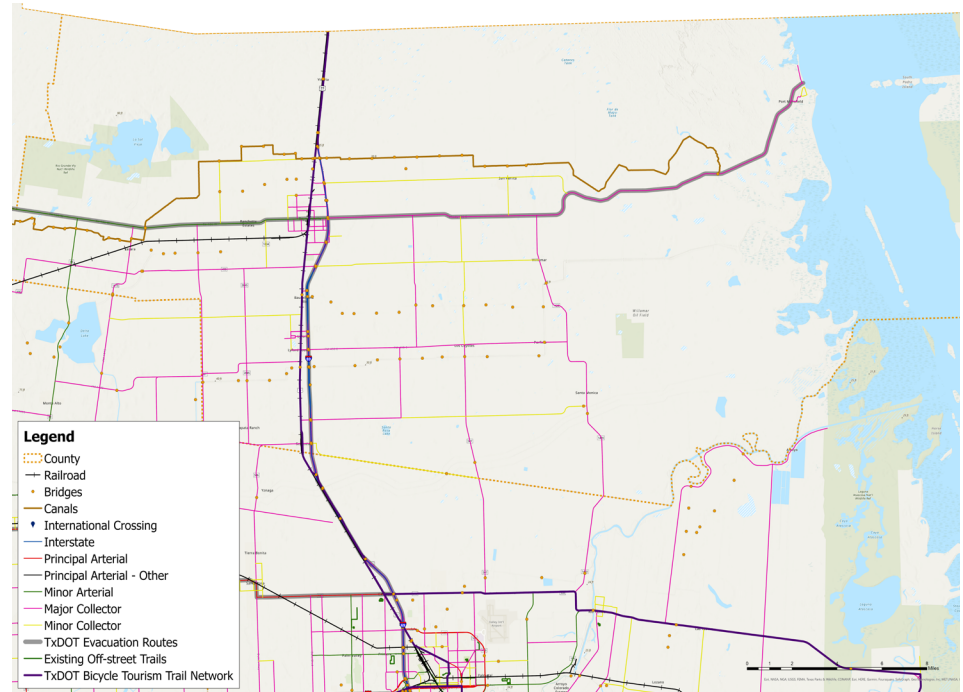


Figure 5: Willacy County's existing transportation network has one east west evacuation route and one north south evacuation route. Both routes are at risk of flooding. A rail line bisects the county and creates dam and flooding issues for western portion.

In discussions with Willacy County about creating safe routes and directing residents away from flood prone regions, county staff mentioned that the school districts, fire departments and community centers are the most trusted locations sought by residents during an emergency.

In Port Mansfield, Willacy’s only coastal town, the safest building for residents is the Chamber of Commerce building and in Raymondville, a new shelter and command center is under construction for future use. The county could utilize grants like the PROTECT grant or BRIC to develop a trail and/or sidewalk system that leads from points of interest to shelters.

Along with these recommendations, the county can incorporate shelters into existing school buildings or churches. A place for safety and recovery should be set up in at risk locations and be frequent in number to accommodate all residents. Detention ponds can also be set up strategically in the most flood prone regions to hold some of the water and direct flood waters away from the roads. A special drainage study should be developed for the evacuation route, SH 186 to determine what strategies can help reduce the flooding throughout downtown Raymondville.

Recommendations Matrix

The following recommendations are special considerations and feedback from local stakeholders in response to proposed recommendations in the previous report “Egress Opportunities: Task 4B”. This table takes those recommendations and provides examples of funding opportunities that could be applied for and potential stakeholders that would need to be involved in the process. A more in-depth overview of the various funding opportunities listed here, along with many other applicable funding opportunities can be found in Table 2.

TABLE 1: RECOMMENDATIONS

Recommendation	Funding	Stakeholder
Regional		
Vulnerability assessment for critical transportation facilities.	PROTECT; RAISE	RGVMPO, TXDOT, TDEM
Include flash flood evacuation signage and wayfinding at trailheads, parking lots, restrooms, public parks.	TPWD - Local Parks Grant	GLO, TPWD, LRGVMPO, Parks Departments
Consider incorporating elevated structures into neighborhoods across municipalities, either as standalone or as part of an existing infrastructure.	BRIC; HMA	GLO, City/County Public Works, Parks Department, Emergency Management
Incorporate flood mitigation and nature-based solutions such as bioswales, retention ponds and tree wells along existing and new trails to support water runoff and prevent trail flooding.	Department of Interior Outdoor Recreation Legacy Partnership Program; BRIC; FMA; National Wildlife Federation	GLO, City/County Public Works, Parks Department, Drainage Districts, TWDB
Designate more elevated/safe spots in every neighborhood.	BRIC, HMA	City/County Public Works, Emergency Management



<i>Recommendation</i>	<i>Funding</i>	<i>Stakeholder</i>
Incorporate charging stations and solar powered lighting at designated safety locations.	TPWD- Local Parks Grant	City/County Parks Departments, Public Works
Identify vulnerable and disadvantage populations and work on a plan to mitigate risk and plan out evacuation.	DHS Catastrophic Preparedness Grant Program	County/City Officials, Area Nonprofits, LRGVDC
Assess existing trails and sidewalk network for ADA capabilities and make a plan to improve.	TXDOT TAP	City/County Public Works, Parks Department
Plan for addition of trails or pedestrian infrastructure along roads in future development and improvement projects.	National Park Service- Outdoor Recreation Community Assistance, TXDOT Bicycle and Pedestrian funding programs	TXDOT, City/County Parks Department, Public Works
Support updating the Office of the Attorney Generals Colonia Database to accurately represent the colonias in LRGV.	DHS Catastrophic Preparedness Grant Program	GLO, City/County, LRGVDC, Area Non Profits
Willacy County		
Equip the county with boats and large transports to be utilized during natural disaster situations.	FEMA - First Responders Grant	County Emergency Management
Conduct a countywide Master Drainage Plan.	Resilient Communities, FEMA HMGP	Willacy County, Drainage Districts, TWDB
Incorporate trails (maybe elevated) to direct people to newly built shelter/command center.	PROTECT; RAISE	Willacy County
Strategic detention/retention areas to reduce flood levels and slow down release of water across land and into the Laguna Madre.	PROTECT; RAISE; FIF; BRIC	Drainage District, TWDB, Port Mansfield
Add raised pedestrian walkway to the elevated portion of US 77 in Raymondville.	PROTECT	Willacy County, TXDOT, TDEM
Cameron County		
Develop trails in the southern portion of Brownsville to lead to Morningside park.	RAISE, TAP, National Park Service - Outdoor Recreation Community Assistance, TXDOT Bicycle and Pedestrian funding programs	City of Brownsville, County
Develop secure trails along canal system.	BRIC	Irrigation District, County/City



<i>Recommendation</i>	<i>Funding</i>	<i>Stakeholder</i>
Develop Stormwater Improvement Plans for key areas experience repeat flooding, like Brownsville.	FEMA-HMGP	City, Drainage and Irrigation Districts
Enhance trail connectivity building off of the Active Transportation Plan to provide enhance pedestrian access.	National Park Service- Outdoor Recreation Community Assistance, TXDOT Bicycle and Pedestrian Funding Programs	City/County
Hidalgo County		
Shelter enhancements and trail improvements at Mayor Pablo Pena Park as a Resilience Hub.	DHS Catastrophic Preparedness Grant Program	City Of Weslaco, Boys and Girls Club of Weslaco
Establish detention areas at identified open spaces around Mayor Pablo Pena Park to reduce flooding issues along the roads.	BRIC	City of Weslaco, WISD, Idea Public School
Develop secure trails along canal system.	BRIC	Irrigation District, County/City
Improve existing paths and walkways, like the path along Mayberry Street in Mission, TX.	TXDOT Bicycle and Pedestrian Funding programs; FEMA-HMGP	County/City Public Works
Develop Stormwater Improvement Plans for key areas that experience repeat flooding, like the city of Mission.	FEMA-HMGP	City, Drainage and Irrigation Districts



FUNDING CONSIDERATIONS FOR IMPLEMENTATION

The following table identifies various state and federal funding opportunities that could be pursued by regional partners and local stakeholders to implement the recommendations outlined in this study. Each grant program identified will describe key programmatic information and aspects of eligibility, award amounts and cycle deadlines where known. A column has been added to identify Project Types as a way to align with potential recommendations.

The 14 project types listed below are seen grouped into 4 categories relating to pedestrian egress in flash flood events; emergency management, mobility, water management/ecosystem services, community resilience.

Funding Project Types

Emergency Management	Mobility	Water Management and Resources	Community Resilience
<ul style="list-style-type: none"> Disaster Mitigation Disaster Response and Recovery 	<ul style="list-style-type: none"> Bike/Pedestrian Trail Development Transportation 	<ul style="list-style-type: none"> Habitat Restoration Flood Mitigation Flood Protection Watershed Planning 	<ul style="list-style-type: none"> Adaptation Planning Code Updates Community Development Planning Studies Social Vulnerability

In order to effectively support safe pedestrian evacuation, many projects will likely have components that overlap across these categories and the project types. It is recommended that local partners collaborate across jurisdictional boundaries where possible to expand the scale of regional impact, increasing the competitiveness of applications and if awarded, bringing more resources to the LRGV region. The pilot projects and preliminary cost estimates developed in the “Egress Opportunities: Task 4B” report are conceptual in nature and may need to be further designed before being deemed grant-ready for certain grant programs. Having regional stakeholders apply for additional planning funds or pilot project implementation funds is the next step in supporting the development of trail and flood infrastructure to support the safe pedestrian evacuation from flash flooding events in the LRGV region.

For more in-depth information on key grant programs that could provide funding for large-scale transformational projects in the region including; USDOT PROTECT Grant and FEMA’s Hazard Mitigation Assistance Grant programs, see the Appendix.



TABLE 2: FUTURE FUNDING OPPORTUNITIES

Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Community Development Block Grant (CDBG) Entitlement Program	HUD awards grants to entitlement community grantees to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.	HUD / GLO	Community Development	City population: 50,000 minimum County population: 200,000 minimum	Based on community needs	Previous Cycle Deadline: May 2023
CDBG Program for Rural Texas (TxCDBG)	Texas Department of Agriculture allocates the Texas CDBG program, where eligible applicants are non-entitlement cities under 50,000 in population and non-entitlement counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD.	HUD / GLO	Community Development	Non-entitlement areas	100% Grant - No Local Match Required	Varies
CDBG Disaster Recovery (CDBG-DR)	Grant funds are appropriated by Congress and allocated by HUD to rebuild disaster-impacted areas and provide crucial seed money to start the long-term recovery process.	HUD / GLO	Disaster Recovery	Post-disaster locations identified by HUD	100% Grant - No Local Match Required	To Be Determined by GLO
CDBG Mitigation (CDBG-MIT)	Program funds are used in areas impacted by recent disasters to carry out strategic and high-impact activities to mitigate disaster risks and reduce future losses. Mitigation is defined as activities that increase resilience to disasters and reduce or eliminate the long-term risk of loss of life, injury, damage to and loss of property, and suffering and hardship by lessening the impact of future disasters.	HUD / GLO	Disaster Mitigation; Adaptation Planning	Post-disaster locations identified by HUD	100% Grant - No Local Match Required	To Be Determined by GLO



<i>Funding Source</i>	<i>Description</i>	<i>Funding Agency</i>	<i>Project Type</i>	<i>Eligibility</i>	<i>Cost Share</i>	<i>Application Cycle & Deadline</i>
Surface Transportation Block Grant (STBG)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.	FHWA	Transportation; Pedestrian/ Bicycle	Projects designed to improve climate resilience of transportation infrastructure and systems, as well as related planning and vulnerability assessment activities	Federal: 80% Non-Federal: 20%	Previous Cycle Deadline: September 2023
Areas of Persistent Poverty	Provides competitive funding for planning studies or financial plans to improve transit services in areas experiencing long-term economic distress.	FTA	Planning Studies; Transportation; Bike/ Pedestrian	Areas identified by FTA	Federal: 80% Non-Federal: 20%	Previous Cycle Deadline: March 2023
Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)	Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	FTA	Transportation; Social Vulnerability; Bike/ Pedestrian	Private non-profit organizations, states or local government authorities, and public transportation operators	Federal: 80% Non-Federal: 20%	Previous Cycle Deadline: December 2023



<i>Funding Source</i>	<i>Description</i>	<i>Funding Agency</i>	<i>Project Type</i>	<i>Eligibility</i>	<i>Cost Share</i>	<i>Application Cycle & Deadline</i>
Formula Grants for Rural Areas (5311)	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000 where many residents often rely on public transit to reach their destinations.	FTA	Transportation; Social Vulnerability; Bike/ Pedestrian	Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service	Capital Projects: 80% Operating Assistance: 50% ADA Paratransit: 80%	Funds are available during the fiscal year of apportionment plus two additional years
Helping Obtain Prosperity for Everyone (HOPE)	Supports projects that will address the transportation challenges faced by areas of persistent poverty.	FTA	Transportation; Social Vulnerability	Eligible under section 5307, 5310, or 5311 of title 49, United States Code.	Federal: 90% Non-Federal: 10%	Previous Cycle Deadline: June 2020
Public Transportation Emergency Relief Program (5324)	Helps states and public transportation system pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.	FTA	Disaster Recovery; Mitigation; Transportation; Bike/ Pedestrian	Affected by a major declared disaster between 2017 - 2022	Federal: 80%	Previous Cycle Deadline: December 2023



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Strengthening Mobility and Revolutionizing Transportation (SMART)	A discretionary grant program established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.	U.S. DOT	Transportation; Bike/ Pedestrian	a State; a political subdivision of a State; a Tribal government; a public transit agency or authority; a public toll authority; a metropolitan planning organization	No match requirement.	Previous Cycle Deadline: October 2023
Transportation Alternative Set-Aside	Administers funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. These funds are for specific purposes and have separate eligibility and funding requirements. The Public Transportation Division requests applications for specific funding sources through calls for projects.	TxDOT	Pedestrian/ Bicycle; Community Development	Project dependent	Federal: 80%	Previous Cycle Deadline: January 2023
National Recreational Trails Fund	TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.	FHWA	Trail Development; Bike/ Pedestrian	Cities; Counties; State agencies; Other governmental bodies; Federal land managers; Non-profit organizations	80% of project cost; \$300,000 (Non-motorized); \$500,000 (Motorized/ OHV)	February 1



<i>Funding Source</i>	<i>Description</i>	<i>Funding Agency</i>	<i>Project Type</i>	<i>Eligibility</i>	<i>Cost Share</i>	<i>Application Cycle & Deadline</i>
America Walks - Community Grant	Community Change Grants program supports the growing network of advocates, organizations, and agencies working to advance walkability. Grants are awarded to innovative, engaging, and inclusive programs and projects that create change and opportunity for walking and movement at the community level.	CDC	Pedestrian/ Bicycle; Social Vulnerability	Members of America Walks	No match requirement.	October 2024
PeopleForBikes - Community Grant	Provides funding for projects that make bicycling better in communities across the U.S. Eligible projects include bike paths and trails.	Non-profit	Pedestrian/ Bicycle; Social Vulnerability	Non-profit organizations; Local or state government agencies; Small businesses	No match requirement.	October 2024
Building Resilient Infrastructure & Communities (BRIC)	Created to support communities as they undertake hazard mitigation projects, reducing the risks they face from natural hazards. Some eligible project activities include capability and capacity building activities, mitigation activities, nature based flood protection and infrastructure activities, and technical assistance. Texas must have received a major disaster declaration within the past 7 years and projects must be cost effective with a benefit-cost analysis resulting in a ratio of at least 1.0.	FEMA / TDEM	Disaster Mitigation; Adaptation Planning; Flood Mitigation	Projects must be identified in a FEMA-approved Hazard Mitigation Plan	Federal: 75% Non-Federal: 25%	Annual application cycle; due mid-November



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Flood Mitigation Assistance (FMA)	Provides funding to help communities reduce or eliminate the long-term risk of flood damage to structures that are insured under the National Flood Insurance Program (NFIP), to reduce or eliminate repeated claims under the NFIP, and to reduce or eliminate the dependence on taxpayer funded federal disaster assistance for disaster recovery. Funds can be used for developing or updating flood mitigation plans, acquisition, demolition, or relocation of structures; structure elevation; mitigation reconstruction; localized flood reduction projects and more. Projects must prove cost effective with a benefit-cost analysis, resulting in a ratio of at least 1.0.	FEMA / TWDB	Disaster Mitigation; Flood Mitigation	Projects must be identified in a FEMA-approved Hazard Mitigation Plan and reduce risk to insured properties	Federal: 75% Non-Federal: 25%	Annual application cycle: due mid-November
Clean & Drinking Water State Revolving Fund (CWSRF / DWSRF)	Low-interest loan program that provides financial assistance to communities for a variety of water and stormwater infrastructure-based projects. CWSRF provides low-cost financial assistance for planning, acquisition, design, and construction of wastewater, reuse, and stormwater infrastructure. DWSRF provides low-cost financial assistance for planning, acquisition, design, and construction of water infrastructure. Principal forgiveness is available on a limited basis to eligible disadvantaged communities, very small systems, green projects, emergency preparedness, and for identified urgent need projects.	EPA / TWDB	Community Development; Adaptation Planning	Political subdivisions, Authorized Indian tribal organizations, Private entities (for nonpoint source or estuary projects only)	Varies based on applicant qualifications	Year-round application acceptance with PIFs due early March



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Flood Infrastructure Fund (FIF)	Provides loans and grants for flood control, flood mitigation, and drainage projects. Eligible projects under this funding source can fall into four (4) categories: (1) Flood Protection Planning Grants; (2) Planning, Acquisition, Design, Construction or Rehabilitation activities; (3) Federal Award Matching Funds; or (4) Measures Immediately Effective in Protecting Life and Property. A benefit cost analysis must be provided with a ratio of at least 1.0 to be eligible for funding consideration under this program.	State of Texas / TWDB	Flood Mitigation; Adaptation Planning; Community Development	Projects must be included in the Texas State Flood Plan	Varies based on applicant qualifications	TBD by TWDB
Hazard Mitigation Grant Program (HMGP)	Provides funding from FEMA to state, local, tribal, and territorial governments so they can develop hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. In this program, homeowners and businesses cannot apply for a grant; however, the local community impacted may apply for funding on their behalf. Under this program, eligible project types include property acquisition, relocation, planning and enforcement, flood protection, retrofitting, and construction of public facilities. Most projects considered under this program must be cost effective with a benefit-cost analysis (BCA), resulting in a ratio of at least 1.0. Some projects, like early warning sirens and generators, are deemed beneficial by nature, and thus are not held to the BCA threshold.	FEMA / TDEM	Community Development; Flood Protection; Disaster Mitigation	Available after a Presidential declaration of a major disaster. Must have an active hazard mitigation plan	Federal: 75% Non-Federal: 25%	12 months after date of Presidential Major Disaster Declaration



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
WaterSMART Planning and Design Projects	Funding can be used to support one full-time salary for a watershed group coordinator, watershed group development, watershed restoration planning activities, project design activities.	USBR	Community Development; Watershed Planning; Adaptation Planning	Local or state government, Native entities	0 to 50%	Application due April 2
WaterSMART Cooperative Watershed Management Projects	<p>Task A: Study and design activities to develop an aquatic ecosystem restoration project, resulting in the development of a study and design package that can be used to apply for funding under Task B</p> <p>Task B: Construction of aquatic ecosystem restoration projects that are collaboratively developed, have widespread regional benefits, and are for the purpose of improving the health of fisheries, wildlife, and aquatic habitat through restoration and improved fish passage. Projects that affect water resources management in two or more river basins, provide regional benefits not limited to fisheries restoration, and are a component of a larger strategy to replace aging facilities are prioritized under this program.</p>	USBR	Habitat Restoration; Adaptation Planning; Community Development	Watershed groups	35%	Application due December 5
AARP Community Challenge	Provides grants to fund public places and transportation-related projects. Public places and transportation related projects include the following: 1) open spaces, 2) parks, and 3) bike/walk mobility.	N/A	Community Development; Transportation; Bike\ Pedestrian	Local government, Non-profit organizations	No match requirement.	March 2024



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Resilient Communities Program	The Resilient Communities Program will fund the development, adoption, and implementation of modern and resilient building codes and flood damage prevention ordinances to ensure that structures built within the community can withstand future hazards.	GLO	Adaptation Planning; Code Updates; Community Development	Cities, Counties, Federally recognized tribes, Councils of government	No match requirement	Rolling application until funding runs out or June 2028
National Estuary Program - Coastal Watershed Program	National Estuary Program (NEP) Coastal Watersheds address urgent and challenging environmental issues established by Congress that threaten the ecological and economic wellbeing of coastal and estuarine areas. These issues include, but are not limited to, the loss of key habitats such as seagrass and wetlands, flooding and coastal erosion, microplastics found in coastal and estuarine waters, and harmful algal blooms.	EPA	Habitat Restoration; Community Development; Flood Mitigation	NEP designated coastal areas	25% match requirement	Previous Cycle Deadline: January 2024
National Coastal Resilience Fund	NFWF will make investments in planning, design, and implementation of natural and nature-based solutions. The goal is to enhance protections for coastal communities from the impacts of storms, floods, and other natural coastal hazards and to improve habitats for fish and wildlife	NFWF	Community Development; Flood Mitigation	Coastal areas	Minimum 1:1 non-federal match in cash or in-kind services is strongly encouraged	April 2024



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Funding to provide disaster mitigation for surface transportation against natural hazards including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	U.S. DOT	Transportation; Disaster Mitigation; Adaptation Planning; Flood Mitigation; Social Vulnerability	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories	Up to 80% federal share.	Previous Cycle Deadline: August 2023
Coastal Habitat Restoration and Resilience Grants for Tribes and Underserved Communities	NOAA will engage underserved communities in habitat restoration activities that promote resilient ecosystems and communities. It will provide the capacity for these communities to participate in developing future transformational habitat projects more fully.	NOAA	Habitat Restoration; Community Development; Adaptation Planning	Federally Recognized Tribes; Underserved communities	\$75,000 to \$3 million	Previous Cycle Deadline: December 2023
Flood Community Assistance Program (CAP)	Provides community support for floodplain management activities through education, training, outreach, and on-call support.	FEMA/TWDB	Flood Mitigation Planning	Located in Texas	None	None
Emergency Management Performance Grant (EMPG)	The EMPG program provides a yearly allocation of funding to support state and local emergency management programs. This has included providing some funding for local mitigation plans, mitigation-oriented studies, and related activities.	FEMA/TDEM	Disaster Mitigation	Local and State Governments	None	Previous Cycle Deadline: May 2023



<i>Funding Source</i>	<i>Description</i>	<i>Funding Agency</i>	<i>Project Type</i>	<i>Eligibility</i>	<i>Cost Share</i>	<i>Application Cycle & Deadline</i>
Emergency Watershed Protection (EWP) Program	Provides funding and technical assistance for emergency measures such as floodplain easements in impaired watersheds. Funding available through the Simplified Acquisition Procedures (SAP) ranges from \$25K to \$100K.	NRCS	Disaster Recovery; Adaptation Planning	Specific project criteria	25% community share	NRCS must declare a local watershed emergency
Hydrologic Research Grants	Up to \$125,000 to conduct joint research and development on pressing surface water hydrology issues common to national, regional, local operational offices. Eligible applicants are federally recognized agencies of state or local governments, quasi-public institutions such as water supply or power companies, hydrologic consultants and companies involved in using and developing hydrologic forecasts.	NOAA	Adaptation Planning	Institutes for higher education or non profits	No match requirement	Annually, pending availability of funds
National Weather Service (NWS)	NWS offers storm spotter training, along with weather and flooding safety guides. They can also sometimes provide funding to support severe weather signage in parks or other public places.	NOAA - NWS	Community Development; Disaster Response	U.S. institutions of higher education, Cooperative Institutes, U.S.-based commercial organizations, State, Local, and tribal government, U.S. non-profit organizations	No match requirement	Annual



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Disaster Relief Supplemental Grant Funds for the Community Facilities Technical Assistance and Training Grant Program	Provides funding for Technical Assistance and/or training that will assist communities, Indian Tribes, and Nonprofit Corporations in identifying and planing for community facility repairs as a result of damages resulting from Presidentially declared disasters in the previous year that exist in their area.	USDA	Disaster Recovery; Community Planning	Rural areas including cities, villages, townships, towns and Federally Recognized Tribal Lands outside the boundaries of a city of 20,000 or more	No match requirement	Annually, dates for 2024 have not been released
Small Flood Control Projects (USACE Section 205)	Provides funding and technical assistance for the design, study, and development of small flood prevention projects.	USACE	Study & Flood Mitigation Projects	State & local government upon need	Feasibility Study: Under \$100,000 - none. Over \$100,000 - 65% Federal, 35% non-Federal. Final Projects: 65% Federal, 35% non-Federal, up to \$10 million	On request



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Economically Distressed Areas Program (EDAP)	Provides financial assistance for projects serving economically distressed areas where water or sewer services do not exist, or systems do not meet minimum state standards. The city or county where the project is located must adopt and enforce Model Subdivision Rules for the regulation of subdivisions prior to application for financial assistance.	TWDB	Community Development; Social Vulnerability	Cities, counties, water districts, nonprofit water supply corporations, and all other political subdivisions where the median household income is 75% of the median state household income	70% grant, 30% loan	Revolves biannually
Partners for Fish and Wildlife	Provides financial and technical assistance to landowners for wetland restoration projects in "Focus Areas" of the state.	TPWD	Adaptation Planning	Private landowners including farmers, ranchers, forest land owners, recreational landowners, corporations, local governments and universities	No match requirement	Previous Cycle Deadline: September 2023
The Rural Surface Transportation Grant	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life	USDOT	Transportation; Adaptation Planning; Community Development	State; Local Governments; Federally Recognized Tribes and Affiliated Groups; a regional transportation planning organization	No match requirement	Previous Multimodal Project Discretionary Grant (MPDG) Cycle Deadline: August 21, 2023



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Transportation Enhancement Program	Provides opportunities for non-traditional transportation related activities. Projects should go above and beyond standard transportation activities and be integrated into the surrounding environment in a sensitive and creative manner that contributes to the livelihood of the communities, promotes the quality of our environment, and enhances the aesthetics of our roadways.	TWDB	Transportation; Bike/ Pedestrian; Adaptation Planning; Community Development	N/A	Up to 80%	N/A
Texas Water Development Fund (DFund)	The DFund enables the Board to fund multiple eligible components in one loan to our borrowers, e.g., an application for funding of water and wastewater components can be processed in a single loan. Provide financial assistance for water supply projects, wastewater projects, and flood control projects (including structural and nonstructural flood protection improvements).	TWDB	Community Development; Adaptation Planning	Local government; Nonprofit water supply corporations	Loan at a set interest rate	Open
Texas Infrastructure Resiliency Fund (TIRF)	Enacted through Senate Bill 7 to address needs identified following the flood disasters of 2015, 2016, and 2017. Senate Bill 500 appropriated \$685 million. Purpose is to provide loans, grants, and matching funds for flood projects through four separate accounts. Each account has different purposes. The oversight entity is the TIRF Advisory Board (SWIFT Advisory Committee and TDEM Director as non-voting member).	TWDB	Flood mitigation; Adaptation planning	Projects eligible under Hurricane Harvey declaration	Provides financing for projects related to Hurricane Harvey	Open



Funding Source	Description	Funding Agency	Project Type	Eligibility	Cost Share	Application Cycle & Deadline
Texas Farm and Ranch Lands Conservation Program (TFRLCP)	Maintains and enhances the ecological and agricultural productivity of these lands through Agricultural Conservation Easements. The TFRLCP supports responsible stewardship and conservation of working lands, water, fish and wildlife, and agricultural production through: <ul style="list-style-type: none"> • Generating interest and awareness in easement programs and other options for conserving working lands. • Leveraging available monies to fund as many high-quality projects as possible. • Highlighting the ecological and economic value of working lands and the opportunities to conserve working lands for the future 	TPWD	Community Development; Adaptation Planning	Projects on working lands (generally, lands that are under special ad valorem tax valuation for farming, ranching, timber production, or wildlife)	None	Previous Deadline Cycle: May 2023
Silver Jackets	Can provide funding for flood related studies, public awareness, risk analysis, and flood response plans. Construction of small flood control projects.	TWDB	Flood Mitigation; Community Planning; Adaptation Planning	State, territory, local and Tribal governments	None	None
Rural Development Grants	Provides grants and loans for infrastructure and public safety development and enhancement in rural areas.	TWDB	Community Development; Adaptation Planning; Social Vulnerability	Current Rural Utilities Service	Provides \$100,000 or 75% of the total project, whichever is less.	Quarterly Cycle: September, December, March, June



APPENDICES

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PROTECT GRANT PROGRAM FROM THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT)

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant program aims to enhance disaster mitigation for transportation against natural hazards, making our communities safer and more prepared for future challenges. Projects selected under this program should be grounded in the best available scientific understanding of risks and vulnerabilities. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities.

Award Types

The PROTECT discretionary program offers two types of awards:

<i>Planning Grants</i>	<i>Competitive Resilience Improvement Grants</i>
<ul style="list-style-type: none"> • Planning Activities <ul style="list-style-type: none"> • Funding for resilience planning, including assessing vulnerabilities and identifying strategies to enhance transportation infrastructure resilience. • Developing comprehensive plans to address sea level rise, extreme weather events, and other natural hazards. 	<ul style="list-style-type: none"> • Resilience Improvements* <ul style="list-style-type: none"> • Upgrading bridges, roads, and transit systems to withstand natural disasters. • Implementing flood control measures. • Enhancing infrastructure to mitigate the impacts of sea level rise and wildfires. • Community Resilience and Evacuation Route Activities* <ul style="list-style-type: none"> • Developing and maintaining evacuation routes. • Enhancing communication systems during emergencies. • Ensuring transportation access for vulnerable populations. • At-Risk Coastal Infrastructure Activities <ul style="list-style-type: none"> • Protecting ports, harbors, and coastal transportation facilities. • Safeguarding critical transportation assets from rising sea levels and storm surges. <p style="font-size: small; margin-top: 10px;">*Require Benefit-Cost Analysis (BCA)</p>

Funding Amount

The PROTECT program provides \$1.4 billion in funding over 5 years. Individual award amounts vary.





HAZARD MITIGATION ASSISTANCE GRANTS FROM FEMA

FEMA offers two competitive mitigation grant programs provide funding to address future risks to natural disasters, foster greater community resilience and reduce disaster suffering. The Building Resilient Infrastructure and Communities supports hazard mitigation projects that reduce risk from various hazards including; wildfires, drought, hurricanes, earthquakes, increased flooding and other severe weather events. While the Flood Mitigation Assistance grant program focuses on projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program.

In the 2023 cycle, FEMA allocated \$1 billion to BRIC and \$800 million to FMA in available funds for these competitive grant programs. These funds are available state, local, tribal, and territorial governments and FEMA requires that eligible applicants develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for hazard mitigation assistance projects.

BRIC Direct Technical Assistance

FEMA also offers a technical assistance program under the HMA program called the BRIC Direct Technical Assistance (BRIC DTA). BRIC DTA offers a wide range of non-financial direct technical assistance support to communities needing additional planning support before applying to the HMA competitive funds. Available technical assistance activities include; risk assessments, community engagement, partnership building, and disaster mitigation and adaptation planning.

To be considered for this cycle of selections, interested communities and Tribal Nations can request BRIC DTA by completing the application form on the BRIC DTA webpage and emailing it to the BRIC DTA team (fema-bric-dta-submission@fema.dhs.gov).



BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC)

The BRIC program was created to support state, local, tribal, and territorial governments for hazard mitigation projects, reducing the risk from disasters and natural hazards.

Eligible Projects

- **Hazard Mitigation Projects** - designed to increase resilience and public safety; reduce injuries and loss of life; and reduce damages and destruction to property, critical services, facilities, and infrastructure from natural hazards.
- **Capability and Capacity Building Activities**
 - Building Codes
 - Partnerships
 - Project Scoping
 - Hazard Mitigation Planning and Planning-Related Activities
- **Management Costs** - eligible and reasonable indirect costs, direct administrative costs, and other administrative expenses associated with specific mitigation. Roughly 10% may be included in the budget for management costs.

Priority projects are ones that:

- Incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure and disadvantaged communities – EO 14008.
- Incorporate nature-based solutions, including those to reduce carbon emissions
- Enhance disaster mitigation and adaptation
- Adopt and/or enforce the latest published editions of building codes
- Encourage hazard mitigation projects that meet multiple program priorities

Local Match

Maximum Grant Request: up to \$50 million per sub-application

The cost share for this program is generally, 75 percent federal / 25 percent non-federal. Additionally, FEMA will provide 100 percent federal funding for management costs. BRIC funding CANNOT be used as matching funds for another federal award.

Deadline

Deadline: January 27, 2023 at 3:00 PM ET

Please note that this application submission deadline refers to the application deadline for applicants. Sub-applicants should consult with their applicant agency to confirm sub-application deadlines.

Due to the mandatory state-wide building code criteria and the building code effectiveness grading schedule (BCEGS) rating, sub-applicants in Arkansas, Louisiana, and Oklahoma are at a 30-point deficit [LA and AK are in the process of updating building codes so this may change]. Additionally, sub-applicants in the State of Texas will be at a 40-point deficit, and sub-applicants in The State of Florida will not receive a reduction in points in regard to the above criteria.



FLOOD MITIGATION ASSISTANCE (FMA)

The FMA program provides federal funding to help states and communities pay for cost effective ways to reduce or eliminate:

- the long-term risk of flood damage to structures that are insured under the NFIP;
- repeated claims under the NFIP; and
- the dependence on taxpayer funded federal disaster assistance for disaster recovery.

Eligible Projects & Activities

FMA Planning Grants <i>(also known as Capability & Capacity Building (C&CB))</i>	FMA Project Grants
<p>Funds can be used for the following activities:</p> <ul style="list-style-type: none"> • To develop or update the Flood Hazard component of a community’s Multi-Hazard Mitigation Plan (single or multi-jurisdictional); • To engage in project scoping/planning to develop future localized flood risk reduction projects and/or individual flood mitigation projects; and • To engage in partnership development, enhancing local floodplain management, severe repetitive loss/repetitive loss strategy plan development, or other eligible C&CB activities allowed. 	<p>Funds can be used for, but are not limited to the following activities:</p> <ul style="list-style-type: none"> • Acquisition and Demolition or Relocation of Structures; • Structure Elevation; • Mitigation Reconstruction; • Localized Flood Reduction Projects; • Dry Flood-Proofing of Non-Residential Properties and Historic Residential Properties; • Structural Retrofitting of Existing Buildings; • Non-Structural Retrofitting of Existing Buildings and Facilities; • Infrastructure Retrofit; and • Soil Stabilization

Maximum Grant Request

FMA Planning Grants <i>(also known as Capability & Capacity Building (C&CB))</i>	FMA Project Grants
<p>Local multi-hazard mitigation planning grants are limited to no more than \$25,000 per sub-applicant. Project scoping grants to develop localized flood risk reduction projects and/or individual flood mitigation projects are limited to no more than \$900,000 per sub-application. Additional capability and capacity building activity grants that engage in partnership development, enhancing local floodplain management, strategy plan development for severe repetitive loss/repetitive loss properties and structures, or other eligible C&CB activities allowed has a funding cap of \$300,000 per sub-application.</p> <p>FEMA may contribute federal funds for up to 75% of the total eligible cost for FMA Planning Grants.</p>	<ul style="list-style-type: none"> • FEMA may contribute federal funds of up to 100% of the total eligible cost for mitigation of severe repetitive loss structures, if eligible under this specific category. • FEMA may contribute federal funds of up to 90% of the total eligible cost for mitigation of repetitive loss structures, if eligible under this specific category. • FEMA may contribute federal funds of up to 75% of the total eligible cost for mitigation of insured property and for localized flood reduction projects under the National Flood Insurance Program where claims or losses associated with a specific structure are attached but the structure does not meet the definition of a severe repetitive loss or repetitive loss structure. This cost share also applies to projects that are drainage or C&CB subgrants.



Management Costs

Sub-applicants may apply for up to 5% of the total grant application funding request for grant management activities, such as any indirect costs, administrative costs, and any other expenses that are reasonable in administering and managing the grant.

Application Timeframe / Period of Performance

The FMA application period opened on September 30, 2022. The Texas Water Development Board (TWDB) requires that all sub-applications be submitted in the FEMA GO system by no later than December 2, 2022. FEMA requires that the state applicants submit their completed FMA application by no later than January 27, 2023 at 3:00 PM EST in the FEMA GO system.

The contract period of performance under the FMA program is 36 months from the date of award.

FY22 Program Changes to FMA Funding Under the Investment Infrastructure and Jobs Act (IIJA):

- FEMA may contribute up to 90% federal cost share for qualifying FY22 funding priorities.
- For C&CB activities impacting NFIP-insured properties:
 - FEMA may contribute up to 90% federal cost share if the average CDC Social Vulnerability Index (SVI) score is not less than 0.5001 for the area(s) included in the application.
- For Localized Flood Risk Reduction Projects:
 - FEMA may contribute up to 90% federal cost share if the average CDC SVI score is not less than 0.5001 for the project benefitting area containing the NFIP-insured properties.
- For Individual Flood Mitigation Projects:
 - FEMA may contribute up to 90% federal cost share for each NFIP-insured property located within a census tract with a CDC SVI score of not less than 0.5001.
- When IIJA funding is exhausted, the enhanced cost share for properties with CDC SVI not less than 0.5001 as defined in IIJA cannot be extended to the remaining funds made available in the FY22 FMA NOFO.

