

TxDOT:		Federal Highway Administration:	
CSJ #	0915-12-667, 0915-12-675, 0915-12-681	CFDA No.	20.205
District #	SAT (15)	CFDA Title	Highway Planning and Construction
Code Chart 64 #	37450		
Project Name	Citywide Traffic Signal Optimization	AFA Not Used For Research & Development	

STATE OF TEXAS       §

COUNTY OF TRAVIS   §

## NON-CONSTRUCTION ADVANCE FUNDING AGREEMENT

### For A Congestion Mitigation and Air Quality Improvement (CMAQ) – Off-System Traffic Optimization Program

**THIS AGREEMENT** (Agreement) is made by and between the State of Texas, acting by and through the **Texas Department of Transportation**, called the “State”, and the **City of San Antonio**, acting by and through its duly authorized officials, called the “Local Government”. The State and Local Government shall be collectively referred to as “the parties” hereinafter.

### BACKGROUND

Federal law establishes federally funded programs for transportation improvements to implement its public purposes, including the Congestion Mitigation and Air Quality Improvement program.

Federal and state laws require local governments to meet certain contract standards relating to the management and administration of State and Federal funds.

The Texas Transportation Commission has codified 43 TAC, Rules 15.50-15.56 that describe federal, state, and local responsibilities for cost participation in highway improvement and other transportation projects.

The Texas Transportation Commission passed Minute Order Number **115291**, which provides for development of and funding for the project identified in this agreement.

The Governing Body of the Local Government has approved entering into this agreement by resolution, ordinance, or commissioners court order dated **{Enter Date of Resolution}**, which is attached to and made a part of this Agreement as Attachment A, Resolution, Ordinance, or Commissioners Court Order (Attachment A).

**NOW, THEREFORE**, the State and the Local Government agree as follows:

### AGREEMENT

#### 1.    **Period of the Agreement**

This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed. This Agreement shall remain in effect until the close of ordinary business on September 1, 2023.

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<i>AFA Not Used For Research &amp; Development</i>	

## 2. Scope of Work

The scope of work is the project (Project) as detailed in Attachment B, Scope of Work (Attachment B), which is attached to and made part of this agreement.

## 3. Project Sources and Uses of Funds

The total estimated cost of the Project is shown in Attachment C, Project Budget Estimate (Attachment C), which is attached to and made a part of this Agreement.

- A. If the Local Government will perform any work under this Agreement for which reimbursement will be provided by or through the State, the Local Government must complete training. If federal funds are being used, the training must be completed before federal spending authority is obligated. Training is complete when at least one individual who is working actively and directly on the Project successfully completes and receives a certificate for the course entitled "Local Government Project Procedures and Qualification for the Texas Department of Transportation" and retains qualification in accordance with applicable TxDOT procedures. Upon request, the Local Government shall provide the certificate of qualification to the State. The individual who receives the training certificate may be an employee of the Local Government or an employee of a firm that has been contracted by the Local Government to perform oversight of the Project. The State in its discretion may deny reimbursement if the Local Government has not continuously designated in writing a qualified individual to work actively on or to directly oversee the Project.
- B. The expected cash contributions from the federal government, the State, the Local Government, or other parties are shown in Attachment C. The State will pay for only those Project costs that have been approved by the Texas Transportation Commission. For projects with federal funds, the State and the federal government will not reimburse the Local Government for any work performed before the federal spending authority is formally obligated to the Project by the Federal Highway Administration (FHWA). After federal funds have been obligated, the State will send to the Local Government a copy of the formal documentation showing the obligation of funds including federal award information. The Local Government is responsible for 100% of the cost of any work performed under its direction or control before the federal spending authority is formally obligated.
- C. The State will be responsible for securing the federal and State share of the funding required for the Project. If the Local Government is due funds for expenses incurred, these funds will be reimbursed to the Local Government on a cost basis.
- D. The Local Government will be responsible for all non-federal and non-State participation costs associated with the Project. If the State determines that additional funding by the Local Government is required at any time during the Project, the State will notify the Local Government in writing. The Local Government shall make payment to the State within thirty (30) days from receipt of the State's written notification.
- E. The budget in Attachment C will clearly state all items subject to fixed price funding, specified percentage funding and the periodic payment schedule, when periodic payments have been approved by the State.
- F. If the Local Government is an Economically Disadvantaged County (EDC) and if the State has approved adjustments to the standard financing arrangement, Attachment C reflects those adjustments.

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	<b>0915-12-667, 0915-12-675, 0915-12-681</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>District #</b>	<b>SAT (15)</b>	<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>Code Chart 64 #</b>	<b>37450</b>		
<b>Project Name</b>	<b>Citywide Traffic Signal Optimization</b>	<b>AFA Not Used For Research &amp; Development</b>	

- G. Whenever funds are paid by the Local Government to the State under this Agreement, the Local Government shall remit a check or warrant made payable to the "Texas Department of Transportation" or may use the State's Automated Clearing House (ACH) system for electronic transfer of funds in accordance with instructions provided by TxDOT's Finance Division. The funds shall be deposited and managed by the State and may only be applied by the State to the Project.
- H. The State will not pay interest on any funds provided by the Local Government.
- I. The Local Government is authorized to submit requests for reimbursement by submitting the original of an itemized invoice, in a form and containing all items required by the State, no more frequently than monthly and no later than ninety (90) days after costs are incurred. If the Local Government submits invoices more than ninety (90) days after the costs are incurred and if federal funding is reduced as a result, the State shall have no responsibility to reimburse the Local Government for those costs.
- J. Upon completion of the Project, the State will perform a final accounting of the Project costs for all items of work with specified percentage funding. Any funds due by the Local Government, the State, or the federal government for these work items will be promptly paid by the owing party.
- K. The state auditor may conduct an audit or investigation of any entity receiving funds from the State directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this Agreement or indirectly through a subcontract under this Agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit.
- L. Payment under this Agreement beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this Agreement shall be terminated immediately with no liability to either party.

#### **4. Termination of This Agreement**

This Agreement may be terminated:

- A. By written mutual consent of the parties;
- B. By one party because of a material breach by the other party, in which case any costs incurred because of the breach shall be paid by the breaching party;
- C. By the State if the Local Government elects not to provide its share of funding, in which case the Local Government shall pay for the State's reasonable actual costs during the Project;
- D. By the State because the parties are not able to execute a mutually agreeable amendment when the costs for Local Government requested items increase significantly due to differing site conditions, determination that Local government requested work is ineligible for federal or state cost participation, or more thorough definition of the Local Government's proposed work scope identifies greatly differing costs from those estimated. The State will reimburse Local Government remaining funds to the Local Government within ninety (90) days of termination; or

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<i>AFA Not Used For Research &amp; Development</i>	

- E. If the Project is inactive for thirty-six (36) consecutive months or longer and no expenditures have been charged against federal funds, in which case the State may in its discretion terminate this Agreement.

**5. Amendments**

Amendments to this Agreement shall be in writing and shall be executed by both of the parties.

**6. Remedies**

This Agreement shall not be considered as specifying the exclusive remedy for any agreement default, but all remedies existing at law and in equity may be availed of by either party to this Agreement and shall be cumulative.

**7. Notices**

All notices to either party shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to that party at the following address:

<b>Local Government:</b>	<b>State:</b>
City of San Antonio ATTN: Director of Public Works PO Box 839966 San Antonio, TX 78283	Texas Department of Transportation ATTN: Director of Contract Services 125 E. 11 <sup>th</sup> Street Austin, TX 78701

All notices shall be deemed given on the date delivered in person or deposited in the mail, unless otherwise provided by this Agreement. Either party may change the above address by sending written notice of the change to the other party. Either party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be carried out by the other party.

Invoicing, payment, and project inquiries should be sent to the following address:

Texas Department of Transportation  
ATTN: Director of Transportation Planning & Development  
4615 NW Loop 410  
San Antonio, TX 78229-5126

**8. Legal Construction**

If one or more of the provisions contained in this Agreement shall for any reason be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<i>AFA Not Used For Research &amp; Development</i>	

**9. Responsibilities of the Parties**

The State and the Local Government agree that neither party is an agent, servant, or employee of the other party, and each party agrees it is responsible for its individual acts and deeds as well as the acts and deeds of its employees, representatives, and agents.

**10. Ownership of Documents**

Upon completion or termination of this Agreement, all documents prepared by the State shall remain the property of the State. All data and information prepared under this Agreement shall be made available to the State without restriction or limitation on their further use. All documents produced or approved or otherwise created by the Local Government shall be transmitted to the State, in the format directed by the State, on a monthly basis or as required by the State. The originals shall remain the property of the Local Government.

**11. Compliance with Laws**

The parties to this Agreement shall comply with all federal, state, and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this Agreement. When required, the Local Government shall furnish the State with satisfactory proof of this compliance.

**12. Sole Agreement**

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements respecting the Agreement's subject matter.

**13. Cost Principles**

In order to be reimbursed with federal funds, the parties shall comply with the cost principles established in 2 CFR 200 that specify that all reimbursed costs are allowable, reasonable, and allocable to the Project.

**14. Procurement and Property Management Standards**

The parties to this Agreement shall adhere to the procurement and property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. When required by state or federal statute or regulation, the State must pre-approve the Local Government's procurement procedures for purchases to be eligible for reimbursement with state or federal funds.

**15. Inspection of Books and Records**

The parties to this Agreement shall maintain all books, documents, papers, accounting records, and other documentation relating to costs incurred under this Agreement and shall make such materials available to the State, the Local Government, and, if federally funded, the FHWA and the U.S. Office of the Inspector General or their duly authorized representatives for review and inspection at its office during the Agreement period and for seven (7) years from the date of final reimbursement by FHWA under this Agreement or until any impending litigation or claims are resolved. Additionally, the State, the Local Government, and the FHWA and their duly authorized representatives shall have access to all the governmental records

TxDOT:		Federal Highway Administration:	
CSJ #	0915-12-667, 0915-12-675, 0915-12-681	CFDA No.	20.205
District #	SAT (15)	CFDA Title	Highway Planning and Construction
Code Chart 64 #	37450		
Project Name	Citywide Traffic Signal Optimization	AFA Not Used For Research & Development	

that are directly applicable to this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

## 16. Civil Rights Compliance

The parties to this Agreement are responsible for the following:

- A. Compliance with Regulations: Both parties will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made part of this Agreement.
- B. Nondiscrimination: The Local Government, with regard to the work performed by it during the Agreement, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Local Government will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the Agreement covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
- C. Solicitations for Subcontracts, Including Procurement of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Local Government for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier will be notified by the Local Government of the Local Government's obligations under this Agreement and the Acts and Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
- D. Information and Reports: The Local Government will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and facilities as may be determined by the State or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations or directives. Where any information required of the Local Government is in the exclusive possession of another who fails or refuses to furnish this information, the Local Government will so certify to the State or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
- E. Sanctions for Noncompliance: In the event of the Local Government's noncompliance with the Nondiscrimination provisions of this Agreement, the State will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
  1. withholding of payments to the Local Government under the Agreement until the Local Government complies and/or
  2. cancelling, terminating, or suspending of the Agreement, in whole or in part.
- F. Incorporation of Provisions: The Local Government will include the provisions of paragraphs (A) through (F) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Local Government will take such action with respect to any subcontract or procurement as the State or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Local Government becomes involved in, or is threatened with, litigation with a

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	<b>0915-12-667, 0915-12-675, 0915-12-681</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>District #</b>	<b>SAT (15)</b>	<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>Code Chart 64 #</b>	<b>37450</b>		
<b>Project Name</b>	<b>Citywide Traffic Signal Optimization</b>	<b><i>AFA Not Used For Research &amp; Development</i></b>	

subcontractor or supplier because of such direction, the Local Government may request the State to enter into such litigation to protect the interests of the State. In addition, the Local Government may request the United States to enter into such litigation to protect the interests of the United States.

#### **17. Pertinent Non-Discrimination Authorities**

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration’s Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).

TxDOT:		Federal Highway Administration:	
CSJ #	0915-12-667, 0915-12-675, 0915-12-681	CFDA No.	20.205
District #	SAT (15)	CFDA Title	Highway Planning and Construction
Code Chart 64 #	37450		
Project Name	Citywide Traffic Signal Optimization	AFA Not Used For Research & Development	

- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

## 18. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The Local Government shall adopt, in its totality, the State's federally approved DBE program.
- C. The Local Government shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each Local Government contract with a subprovider. The Local Government shall be responsible for documenting its actions.
- D. The Local Government shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf).
- E. The Local Government shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Local Government shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Local Government of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the Local Government signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance:  
*The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*



<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<i>AFA Not Used For Research &amp; Development</i>	

## 19. Debarment Certifications

If federal funds are used, the parties are prohibited from making any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549, "Debarment and Suspension." By executing this Agreement, the Local Government certifies that it and its principals are not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party, to include principals, that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The parties to this Agreement shall require any party to a subcontract or purchase order awarded under this Agreement to certify its eligibility to receive federal funds and, when requested by the State, to furnish a copy of the certification.

If state funds are used, the parties are prohibited from making any award to any party that is debarred under the Texas Administrative Code, Title 34, Part 1, Chapter 20, Subchapter G, Rule §20.585 and the Texas Administrative Code, Title 43, Part 1, Chapter 9, Subchapter G.

## 20. Lobbying Certification

If federal funds are used, in executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the Local Government shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Title 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## 21. Federal Funding Accountability and Transparency Act Requirements

If federal funds are used, the following requirements apply:

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act (FFATA) and implementing regulations

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<b>AFA Not Used For Research &amp; Development</b>	

at 2 CFR Part 170, including Appendix A. This Agreement is subject to the following award terms: <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and <http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>.

**B. The Local Government agrees that it shall:**

1. Obtain and provide to the State a System for Award Management (SAM) number (Federal Acquisition Regulation, Part 4, Sub-part 4.11) if this award provides more than \$25,000 in federal funding. The SAM number may be obtained by visiting the SAM website whose address is: <https://www.sam.gov/portal/public/SAM/>
2. Obtain and provide to the State a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows federal government to track the distribution of federal money. The DUNS may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet (D&B) on-line registration website <http://fedgov.dnb.com/webform>; and
3. Report the total compensation and names of its top five executives to the State if:
  - i. More than 80% of annual gross revenues are from the federal government, and those revenues are greater than \$25,000,000; and
  - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

**22. Single Audit Report**

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the Local Government must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the Local Government's fiscal year, the Local Government must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the Local Government will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

**23. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	0915-12-667, 0915-12-675, 0915-12-681	<b>CFDA No.</b>	20.205
<b>District #</b>	SAT (15)	<b>CFDA Title</b>	Highway Planning and Construction
<b>Code Chart 64 #</b>	37450		
<b>Project Name</b>	Citywide Traffic Signal Optimization	<i>AFA Not Used For Research &amp; Development</i>	

Each party is signing this Agreement on the date stated under that party's signature.

### THE STATE OF TEXAS

### THE LOCAL GOVERNMENT

\_\_\_\_\_  
Signature

Kenneth Stewart  
\_\_\_\_\_  
Typed or Printed Name

Director of Contract Services  
\_\_\_\_\_  
Typed or Printed Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Typed or Printed Title

\_\_\_\_\_  
Date

TxDOT:		Federal Highway Administration:	
CSJ #	0915-12-667, 0915-12-675, 0915-12-681	CFDA No.	20.205
District #	SAT (15)	CFDA Title	Highway Planning and Construction
Code Chart 64 #	37450		
Project Name	Citywide Traffic Signal Optimization	AFA Not Used For Research & Development	

**ATTACHMENT A**  
**RESOLUTION, ORDINANCE, OR COMMISSIONERS COURT ORDER**

<b>TxDOT:</b>		<b>Federal Highway Administration:</b>	
<b>CSJ #</b>	<b>0915-12-667, 0915-12-675, 0915-12-681</b>	<b>CFDA No.</b>	<b>20.205</b>
<b>District #</b>	<b>SAT (15)</b>	<b>CFDA Title</b>	<b>Highway Planning and Construction</b>
<b>Code Chart 64 #</b>	<b>37450</b>		
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## ATTACHMENT B SCOPE OF WORK

The Local Government's Citywide Traffic Signal Optimization project will involve the collection of data and implementation of updated traffic signal timing plans along the City's top 100 corridors. Improvements in signal timing can reduce stops, travel time, and emissions, and have been shown to typically have very high benefit to cost ratios. The number of corridors evaluated may be less than 100 if all available funds are exhausted over the three-year project.

It is important to evaluate every signalized intersection operated by the City of San Antonio every five years to ensure that the signal timing is optimized for the traffic conditions and that further operational enhancements are not needed. Changes in traffic patterns due to new commercial and residential developments demand that this analysis occurs regularly. Locations along the City's top 100 corridors experience the most traffic and therefore should be prioritized for analysis. This project will reduce travel time, number of stops, emissions, and fuel consumption for vehicles traveling on the identified priority corridors and minimize delays for all drivers.

Data collected for this project will not only be used to evaluate and optimize existing signal timings but will also be used to identify and implement short term improvements (such as lane assignment changes or signal head changes) and also identify longer term improvements for other programs (such as future bond programs).

The results of previous similar citywide projects showed an overall result of 32% fewer vehicular stops and 12% average reduction in travel time which resulted in a reduction of CO emissions by 51%.

The Local Government shall utilize internal resources on a cost reimbursement basis (in accordance with applicable State and federal requirements) to perform services in all tasks under this Agreement. The Local Government may also utilize resources of one or more consultant(s) for performance of activities in various Tasks. The Local Government has a federally compliant procurement procedure, which has been pre-approved by the State. The Local Government will request State pre-approval of consultant contract(s) and not proceed until such approval is obtained. The State will respond within fourteen (14) days for all pre-approval requests. If the State does not respond, the Local Government has the authority to proceed. Tasks the Local Government shall perform under this Agreement include:

The Local Government shall perform the following tasks:

### 1. Data collection

The Local Government shall collect traffic volume and intersection data. This task contains the following subtasks, and the Local Government will present documentation to the State as follows:

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- a. 7-day traffic counts/24-hour traffic counts
- b. Intersection turning movement counts
- c. Travel time/delay information
- d. Intersection parameters and photos to include:
  - i. Number of lanes on each approach
  - ii. Lane assignments
  - iii. Type and number of signal displays
  - iv. Type and location of controller cabinet
  - v. Type of vehicle and pedestrian detection used
  - vi. Posted speed limits and traffic signs at the intersection
  - vii. Width of travel lanes and each pedestrian crossing
  - viii. Location and ADA compliance of pedestrian ramps

The Local Government shall provide the deliverables reflected in the following table to the State.

<b>Deliverables</b>	<b>Schedule</b>
7-day traffic counts, 24-hour traffic counts, intersection sketches and photos, and intersection TMCs shall be submitted electronically in the appropriate format.	8 weeks after notice to proceed
“Before” Travel Time/Delay/Corridor Measures of Effectiveness based on either floating-car studies or crowd sourced data	To be completed prior to the implementation of new timings and must be submitted within 3 weeks of collection
“After” Travel Time/Delay/Corridor Measures of Effectiveness based on either floating-car studies or crowd sourced data	To be completed 3 weeks after implementation and fine-tuning of new signal timings is complete

## 2. Timing Plan Development and Implementation

The Local Government shall develop and implement optimal traffic signal timing plans. This task contains the following subtasks, and the Local Government will present documentation to the State as follows:

- a. Conduct sight visits at each identified location to assess existing conditions
  - i. Field Observations
  - ii. Synchro Models of Existing Conditions
- b. Development of short-term operational improvement recommendations including, but not limited to:
  - i. Signal head replacements (i.e. changing from protected/permitted left turns to protected only, and vice-versa, RT overlaps);
  - ii. Phasing changes (i.e. addition or removal of split phasing, changing the wiring and phasing scheme of the intersection);
  - iii. Detector replacements or additions; and,
  - iv. Other low-cost improvements such as signing and striping modifications.
- c. Timing plan development, including:
  - i. Basic Signal Controller Interval Timing

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- ii. Coordinated Timing Plan Development
- d. Review of Existing Conditions and Recommended Timing with the City Staff
- e. Timing file/phase layout development
- f. Timing plan implementation

The Local Government shall provide deliverables reflected in the following table to the State:

<b>Deliverable</b>	<b>Schedule</b>
Short-term operational improvements technical memorandum	10 weeks after notice to proceed
Initial presentation of recommended timing plan	13 weeks after notice to proceed
Finalized timing plan technical memorandum	2 weeks after initial presentation of recommended timing plan
Electronic timing files/phase layouts	3 weeks after finalized timing plan technical memorandum
Timing Plan Implementation	Start 2 weeks after submission of electronic timing files

### 3. Project Summary Report

The Local Government shall prepare a Project Summary Report of the overall project, incorporating appropriate material from the previous tasks and task order. This document will include maps to illustrate the signal system improvements that were made, and new controller interval timing calculations. Additionally, this report will include tables that will provide overall summaries of the changes to key metrics such as travel time, delay, and vehicle emissions.

The Local Government shall provide the deliverables listed in the following table to the State.

<b>Deliverable</b>	<b>Schedule</b>
Project Summary Report	2 weeks after the conclusion of the “after” travel time/delay data collection, but prior to September 1, 2023.

No data collection can be completed during periods where traffic volumes are significantly lower than normal. This would include periods when school is not in session, holidays, and other events significantly impacting traffic volumes. Timing plan implementation may begin during one of these reduced traffic flow time periods, but cannot be finalized until after the implemented plans are able to be observed when traffic levels have returned to normal conditions.

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## ATTACHMENT C PROJECT BUDGET ESTIMATE

For those costs, as shown in table below, that are to be allocated based on 80% Federal funding and 20% Local Government funding, when the federal funding reaches the maximum obligated amount, the Local Government will then be responsible for project completion in a timely manner with no additional State or Federal funding and without decreasing the scope and/or terms of the work of the Project.

CMAQ Project	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Traffic Signal Timing Data Collection (by Local Government) (0915-12-667)	\$1,500,000	80%	\$1,200,000	0%	\$0	20%	\$300,000
Traffic Signal Timing Data Collection (by Local Government) (0915-12-675)	\$1,500,000	80%	\$1,200,000	0%	\$0	20%	\$300,000
Traffic Signal Timing Data Collection (by Local Government) (0915-12-681)	\$1,500,000	80%	\$1,200,000	0%	\$0	20%	\$300,000
Direct State Costs (0.56%)	\$25,200	0%	\$0	0%	\$0	100%	\$25,200
Indirect State Costs (4.52%)	\$22,374	0%	\$0	100%	\$22,374	0%	\$0
<b>Subtotal</b>	<b>\$4,547,574</b>	<b>\$3,600,000</b>		<b>\$22,374</b>		<b>\$925,200</b>	

The Local Government shall pay the State the total amount of **\$25,200** and shall remit the payment to the State no later than 30 days following the execution of this Agreement. This is an estimate. The final amount of Local Government participation will be based on actual costs.