



COMMUNITY DEVELOPMENT & REVITALIZATION
The Texas General Land Office
Affidavit of Public Posting Form

Subrecipient:

I, of the County of
Printed Name of Chief Elected Official Printed City/County Name

do hereby certify that a Community Development Block Grant - Mitigation (CDBG-MIT) application was conspicuously posted at

Primary location address

Describe specific physical location of posting at address identified **above**

Example of physical location of posting

in a manner plainly visible to the general public beginning on through
Date Date

(Date range should include the minimum number of days following the original posting and at least one day prior to signing of this affidavit as specified in the applicable guidance documents for this funding opportunity.)

*If posted at multiple locations include additional address(es) and describe specific physical location **below**.*

All That Apply

Documentation Evidence

- ☐ A legible photograph of the posting on the premises described above is attached.
- ☒ A screenshot(s) of website, social media, web-based surveys, or online forum, etc. is attached.


Signature of Chief Elected Official

Title
(Mayor/County Judge)

Date

Disclaimer: The Texas General Land Office has made every effort to ensure the information contained on this form is accurate and in compliance with the most up-to-date CDBG-DR and/or CDBG-MIT federal rules and regulations, as applicable. It should be noted that the Texas General Land Office assumes no liability or responsibility for any error or omission on this form that may result from the interim period between the publication of amended and/or revised federal rules and regulations and the Texas General Land Office's standard review and update schedule.



MEMORANDUM

To: Galveston County Commissioners' Court
From: Betsy Thomas, Grant Writer
Court Date: January 9, 2023
RE: Community Development Block Grant Mitigation Application
Texas General Land Office
Public Posting Affidavit

BACKGROUND

The U.S. Housing and Urban Development provided Community Development Block Grant Mitigation funding to the State of Texas through the General Land Office. Galveston fell within the Houston-Galveston Area Council Method of Distribution and was awarded \$18,221,200.00 for mitigation projects.

SUMMARY

Professional Services met with County departments to review potential mitigation needs and identify allowable projects under the CDBG-MIT guidelines. Attached are the mitigation projects submitted on February 28, 2025 to utilize available funding. Staff has worked with GLO personnel to resolve any remaining project eligibility specifics.

Part of the application process requires the finalized application be posted for fourteen (14) days for public review and comment. The attached application was posted on the Galveston County website from October 1st through October 14th. The attached affidavit regarding this posting requires the County Judge's signature.

INTERAGENCY AGREEMENT FINANCIAL SUMMARY

Grant Application Requests	\$18,221,200.00
County Contribution	<u>\$0.00</u>
Total Project Cost	\$18,221,200.00

RECOMMENDATIONS

Professional Services asks the Court to consider authorization for the County Judge to sign required affidavit regarding the Community Development Block Grant Mitigation application to the Texas General Land Office.

CDBG-MIT MOD PROJECT LIST

Activity

DRGR Activity	Planned Budget Amount
Flood and Drainage Facilities	\$9,928,299.17
Public Facilities	\$2,195,267.72
Street Improvements	\$6,097,386.47

Project

Project Title	Project Type	Status	Total Budget
Bacliff -Miller Street Improvements	Street Improvements	Not yet begun	\$92,784.21
Bacliff-11th Street Improvements	Street Improvements	Not yet begun	\$161,456.58
Bacliff-13th Street Improvements	Street Improvements	Not yet begun	\$300,111.20
Bacliff-19th Street Improvements	Street Improvements	Not yet begun	\$362,330.77
Bacliff-20th Street Improvements	Street Improvements	Not yet begun	\$408,210.40
Bacliff-Avenue A Street Improvements	Street Improvements	Not yet begun	\$65,844.88
Bacliff-Avenue B Street Improvements	Street Improvements	Not yet begun	\$130,881.80
Bacliff-Avenue D Street Improvements	Street Improvements	Not yet begun	\$64,880.32
Bacliff-Avenue E Street Improvements	Street Improvements	Not yet begun	\$64,751.43
Bacliff-Baker Avenue Street Improvements	Street Improvements	Not yet begun	\$99,289.31
Bacliff-Gordy Street Improvements	Street Improvements	Not yet begun	\$952,923.92
Bacliff-Jackson Avenue Street Improvements	Street Improvements	Not yet begun	\$117,945.77
Bacliff-Smith Street Improvements	Street Improvements	Not yet begun	\$93,284.23

Project Title	Project Type	Status	Total Budget
Freddisville-Bayou Drive Street Improvements	Street Improvements	Not yet begun	\$306,296.98
Freddisville-Swan Street Improvements	Street Improvements	Not yet begun	\$612,279.50
Freddisville-WarrenWay Street Improvements	Street Improvements	Not yet begun	\$131,946.28
Hitchcock-Delesandri Drive Street Improvements	Street Improvements	Not yet begun	\$272,263.98
Hitchcock-Terrasso Drive Street Improvements	Street Improvements	Not yet begun	\$224,389.30
San Leon-18th Street Improvements	Street Improvements	Not yet begun	\$531,213.04
San Leon-19th Street Improvements	Street Improvements	Not yet begun	\$139,362.12
San Leon-20th Street Improvements	Street Improvements	Not yet begun	\$111,913.79
San Leon-9th Street Improvements	Street Improvements	Not yet begun	\$705,287.90
San Leon-Avenue J Street Improvements	Street Improvements	Not yet begun	\$69,066.03
San Leon-Avenue K Street Improvements	Street Improvements	Not yet begun	\$78,672.73
33rd and Avenue L Extension	Flood and Drainage	Not yet begun	\$2,103,957.09
Galveston Drainage District #1-Site 1	Flood and Drainage	Not yet begun	\$1,613,908.64
Galveston Drainage District #1-Site 5	Flood and Drainage	Not yet begun	\$1,613,908.64
Pearson Culverts	Flood and Drainage	Not yet begun	\$1,700,000.00
Rollover Pass Waterline Improvements	Flood and Drainage	Not yet begun	\$2,896,524.80
Dickinson Senior Center Elevation Project	Community Centers ; Senior Center	Not yet begun	\$2,195,267.72



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Title
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Date

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Day 1

Galveston County CDBG-MIT

14-Day Application Posting

https://www.galvestoncountytx.gov/courty-offices/professional-services/grant-administration/division/community-development-block-grant-mitigation-grant-program

OUR COUNTY COUNTY OFFICES RESIDENTS BUSINESS

Community Development Block Grant – Mitigation Grant Program

Print Page Share & Bookmark Feedback Print

The U.S. Housing and Urban Development provided Community Development Block Grant Mitigation funding to the State of Texas through the General Land Office. Galveston County fell within the Houston-Galveston Area Council Method of Distribution and was awarded \$18,221,200.00 for mitigation projects.

Grant Writers met with County departments to review potential mitigation needs and identify allowable projects under the CDBG-MIT guidelines for low to moderate income and/or urgent need. Commissioners Court met on August 5, 2024 to review and approve 30 projects that have now gone through the GLO review and revision process. Attached is the proposed mitigation project application to utilize available CDBG-MIT funding.

Grant Application Requests	\$18,221,200.00
County Contribution	\$0.00
Total Project Cost	\$18,221,200.00

[CDBG-MIT MOO Application as submitted](#)

Free viewers are required for some of the attached documents.
They can be downloaded by clicking on the icons below.

OUR COUNTY COUNTY OFFICES RESIDENTS BUSINESS

Commissioners Court Financial Transparency Court Records Search Pay Property Taxes Mosquito Spray Schedules

EVENTS NEWS

OCT 01 Grant Review Community Development Block Grant	NOV 11 Veteran's Day	NOV 27 Thanksgiving	NOV 28 Day after Thanksgiving
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October 1, 2025

Day 14

Galveston County CDBG-MIT

14-Day Application Posting

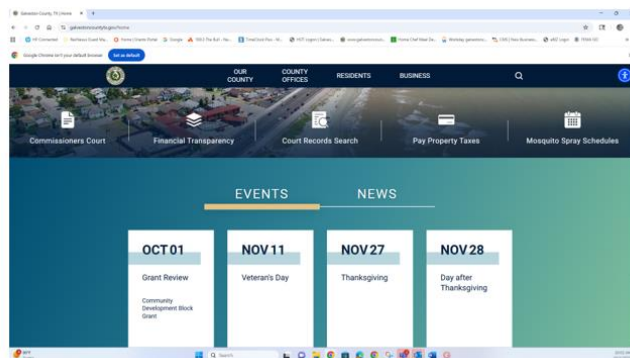
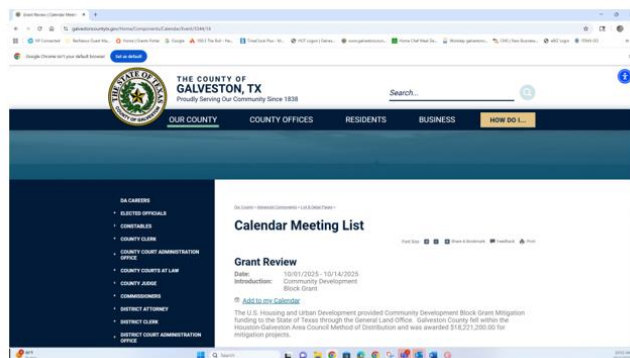


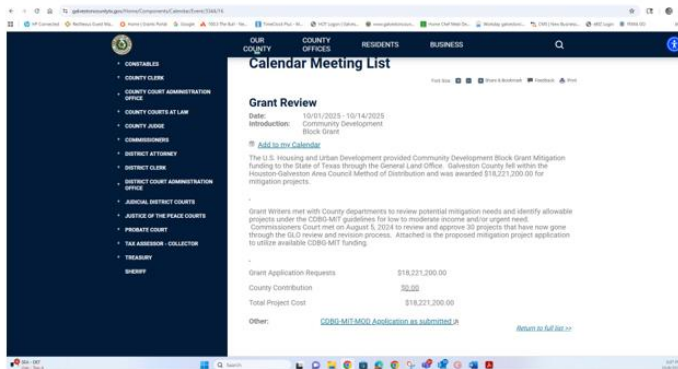
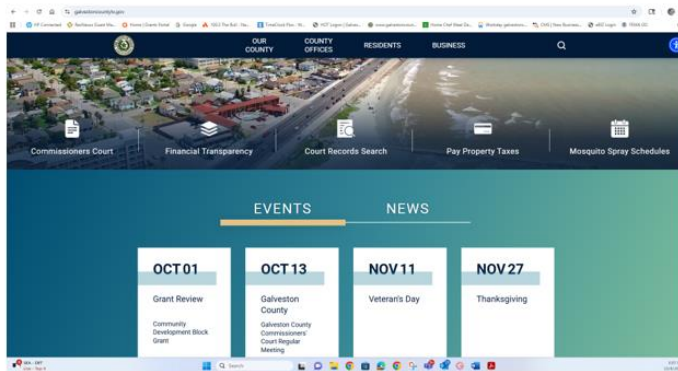
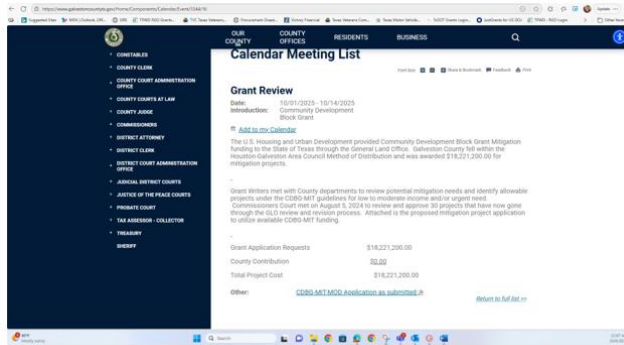
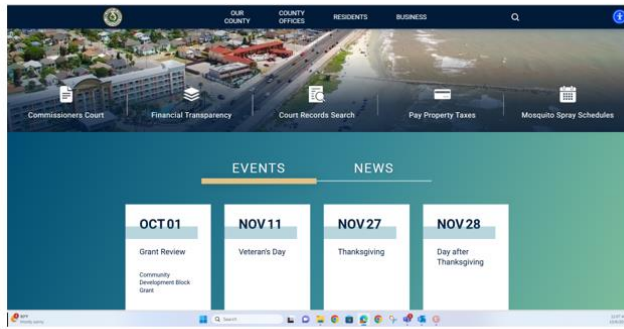
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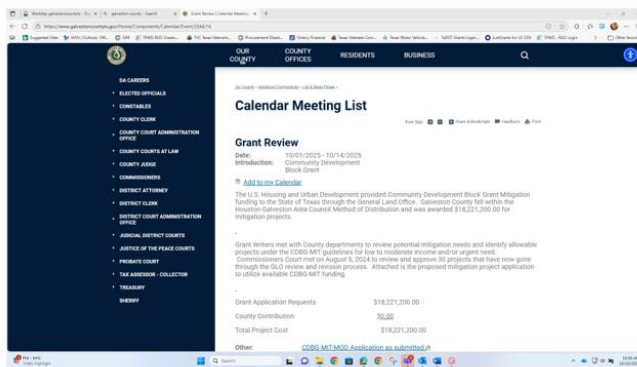
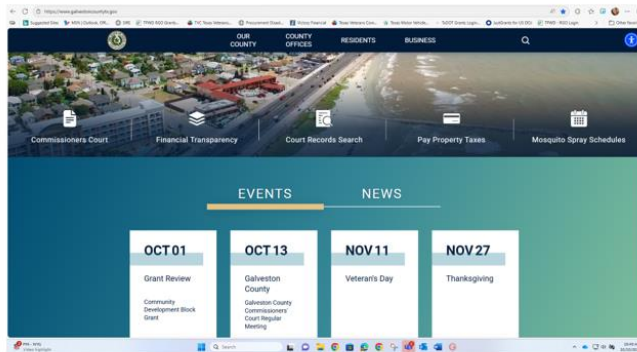
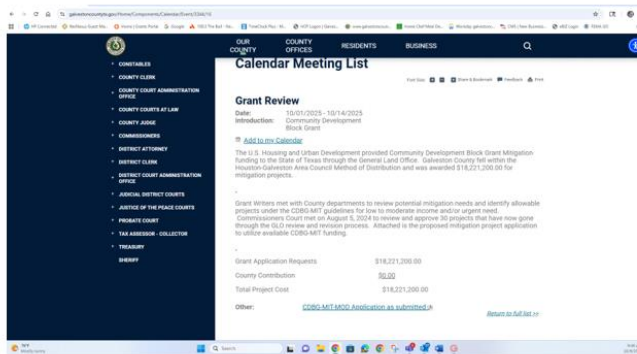
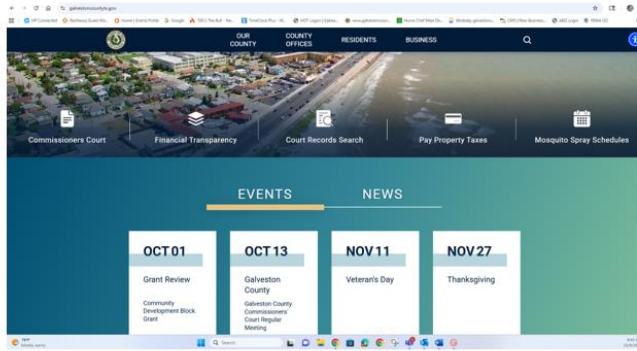
Intermittent Screen Shots

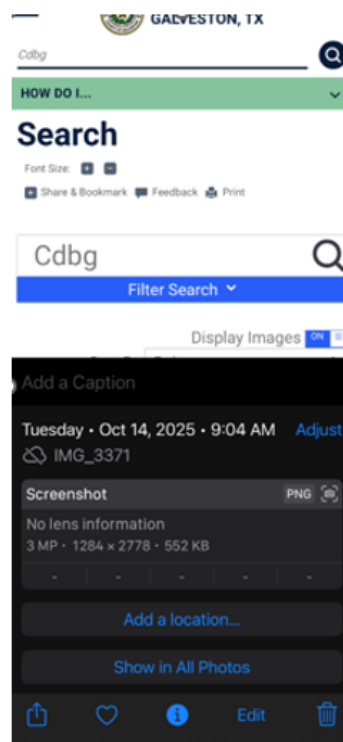
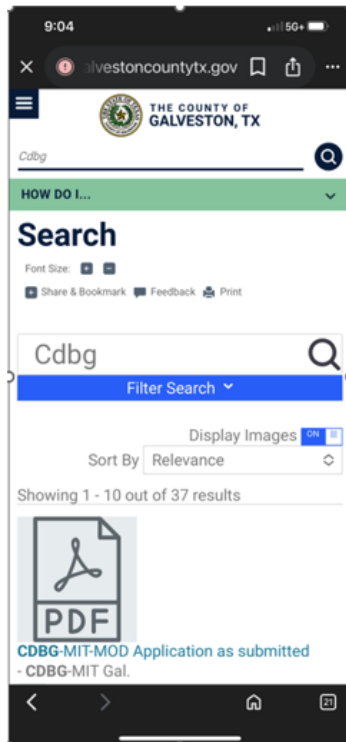
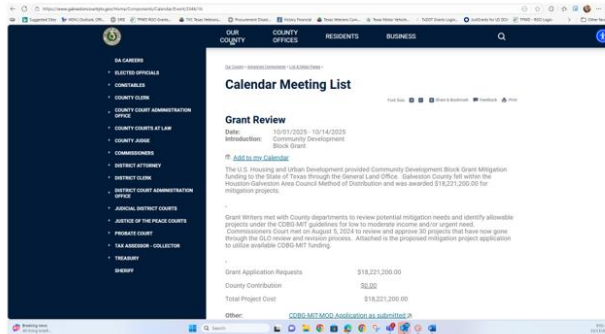
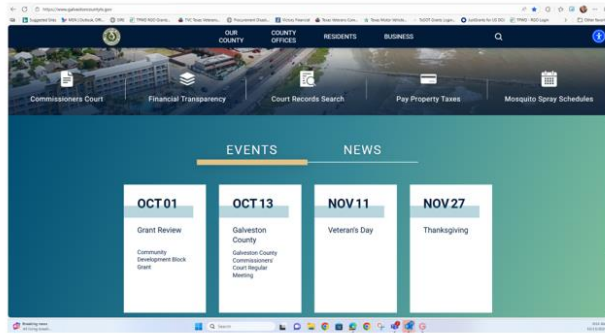
Galveston County CDBG-MIT

14-Day Application Posting











Regional Mitigation Program
Texas General Land Office
Community Development & Revitalization

Galveston County
2022-100749-RMP

Last Modified Date: 02-28-2025

Table of Contents

Regional Mitigation Program Application

General

Activities

Duplication of Benefits

Fair Housing

Citizen Participation

Procurement

Documents

Regional Mitigation Program Application

General

Applicant Information

Applicant: Galveston County

County: Galveston

Program: Regional Mitigation Program: H-GAC - HUD MID

COG: Houston-Galveston Area Council (HGAC)

Phone Number: (409) 770-5355

Address: 722 Moody 2nd Floor, Galveston, Texas 77550-2317

Website: www.galvestoncountytexas.gov

Employer Identification Number (EIN): 746000908

Taxpayer Identification Numbers (TIN): 746000908

UEI (Unique Entity Identifier): DRP9KU1PVJN4

Data Universal Numbering System (DUNS): 081507709

SAM.gov Registration Expiration Date: 05-03-2025

Is the applicant an eligible subrecipient applying in conjunction with or on behalf of another entity (non-city) within the county? Yes

How much funding was the applicant allocated by the approved COG MOD? \$18,221,200.00

Is the applicant participating in the National Flood Insurance Program? Yes

Fiscal Year End Date (Month): September

Fiscal Year End Date (Day): 30

Application Contacts

Contact Role	Organization	First Name	Last Name	Title	Phone	Email
Grant Administrator	Galveston County	Francis	Aguillon	Grant Coordinator	(409) 770-5473	maria.aguillon@galvestoncountytexas.gov
Engineer	Galveston County	Michael	Shannon	County Engineer	(409) 770-5453	michael.shannon@co.galveston.tx.us

Contact Role	Organization	First Name	Last Name	Title	Phone	Email
Authorized Representative	Galveston County	Betsy	Thomas	Grants Administration Manager	(409) 770-5355	elizabeth.thomas@co.galveston.tx.us
Primary Contact	Galveston County	Betsy	Thomas	Grants Administration Manager	(409) 770-5355	elizabeth.thomas@co.galveston.tx.us
Chief Elected Official	Galveston County	Mark	Henry	County Judge	(770) 766-2244	Mark.Henry@co.galveston.tx.us

SF-424 Questions

Applicant Type: County Government

Application Title: Countywide Mitigation

Is the applicant delinquent on any federal debt? No

Activities

Activity

DRGR Activity	Planned Budget Amount
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Galveston Drainage District #1-Site 1	Flood and Drainage	Not yet begun	\$1,613,908.64
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Rollover Pass Waterline Improvements	Flood and Drainage	Not yet begun	\$2,896,524.80
Dickinson Senior Center Elevation Project	Community Centers ; Senior Center	Not yet begun	\$2,195,267.72

Project Title	Start Date	End Date
33rd and Avenue L Extension	06-01-2025	11-03-2027

Project Title	Start Date	End Date
Bacliff -Miller Street Improvements	06-01-2025	11-01-2027
Bacliff-11th Street Improvements	06-01-2025	02-01-2026
Bacliff-13th Street Improvements	06-01-2025	12-01-2027
Bacliff-19th Street Improvements	06-01-2025	11-01-2027
Bacliff-20th Street Improvements	06-01-2025	11-01-2027
Bacliff-Avenue A Street Improvements	06-01-2025	06-01-2027
Bacliff-Avenue B Street Improvements	06-01-2025	11-01-2027
Bacliff-Avenue D Street Improvements	06-01-2025	11-01-2027
Bacliff-Avenue E Street Improvements	06-01-2025	11-01-2027
Bacliff-Baker Avenue Street Improvements	06-01-2025	11-01-2027
Bacliff-Gordy Street Improvements	06-01-2025	02-01-2026
Bacliff-Jackson Avenue Street Improvements	06-01-2025	11-01-2027
Bacliff-Smith Street Improvements	06-01-2025	11-01-2027
Dickinson Senior Center Elevation Project	06-01-2025	05-01-2028
Freddisville-Bayou Drive Street Improvements	06-01-2025	11-01-2027
Freddisville-Swan Street Improvements	06-01-2025	11-01-2027
Freddisville-WarrenWay Street Improvements	06-01-2025	11-01-2027
Galveston Drainage District #1-Site 1	06-01-2025	05-01-2028
Galveston Drainage District #1-Site 5	06-01-2025	05-01-2028
Hitchcock-Delesandri Drive Street Improvements	06-01-2025	11-01-2027
Hitchcock-Terrasso Drive Street Improvements	06-01-2025	11-01-2027

Project Title	Start Date	End Date
Pearson Culverts	06-01-2025	05-01-2028
Rollover Pass Waterline Improvements	06-01-2025	05-01-2028
San Leon-18th Street Improvements	06-01-2025	11-01-2027
San Leon-19th Street Improvements	06-01-2025	11-01-2027
San Leon-20th Street Improvements	06-01-2025	11-01-2027
San Leon-9th Street Improvements	06-01-2025	11-01-2027
San Leon-Avenue J Street Improvements	06-01-2025	11-01-2027
San Leon-Avenue K Street Improvements	06-01-2025	11-01-2027

Project Site

Project Site Title	Street Address	Latitude (Rounded)
33 and Avenue L Extension	Intersection of Avenue L & 33rd Street to 7720 Avenue L, Santa Fe, TX, 77510	29.50853
Galveston Drainage District Site 1 Improvements	Willow Bayou	29.29512
Galveston Drainage District Site 5 Improvements	North Tower Road	29.40828
Pearson Road Culverts	Pearson Road	29.36050
Rollover Pass Waterline Improvements	Highway 87, Bolivar, TX 77650	29.50853
Dickinson Senior Center	2714 Highway 3, Dickinson, TX	29.47111
Bacliff -Miller Street Improvements	Intersection of Miller Street and Jackson Avenue to the intersection of Miller Street and Baker Avenue Bacliff, TX, 77518	29.50361
Bacliff - 11th Street Improvements	11th Street, Bacliff, TX	29.50392
Bacliff - 13th Street Improvements	13th Street, Bacliff, TX	29.50333

Project Site Title	Street Address	Latitude (Rounded)
Bacliff -19th Street Improvements	19th Street, Bacliff, TX	29.49978
Bacliff -20th Street Improvements	20th Street, Bacliff, TX	29.49911
Bacliff - Avenue A Street Improvements	Avenue A, Bacliff, TX	29.50233
Bacliff - Avenue B Street Improvements	Avenue B between 20th St and 18th	29.50061
Bacliff -Avenue D Street Improvements	Avenue D, Bacliff, TX	29.49867
Bacliff-Avenue E Street Improvements	Avenue E, Bacliff, TX	29.49725
Bacliff - Baker Street Improvements	Bacliff, Baker Avenue	29.50361
Bacliff- Gordy Street Improvements	Bacliff-Gordy Street	29.51311
Bacliff-Gordy Steet Improvements	Gordy Street, Bacliff, Texas	29.51311
Bacliff - Jackson Street Improvements	Bacliff, Jackson Ave	29.50267
Bacliff - Smith Street Improvements	Bacliff, Smith St	29.50314
Freddiesville-Bayou Drive Street Improvements	Eastern end of Bayou Dr to intersection of Bayou Drive and Crane Street, Hitchcock, TX, 77563	29.33953
Freddiesville-Swan Street Improvements	Freddiesville, Swan Street	29.33772
Freddiesville-Warren Way Street Improvements	Warren Way, Freddiesville	29.33953
Hitchcock_Delesandri Drive Street Improvements	Intersection of Delesandri Dr and State Hwy 6 to nothern end of Delesandri Dr, Hitchcock, TX, 77563	29.33381
Hitchcock-Terrasso Drive Street Improvements	Intersection of Delesandri Dr and State Hwy 6 to nothern end of Delesandri Dr, Hitchcock, TX, 77563	29.33331
San Leon-18th Street Improvements	18th St, San Leon, TX	29.49081
San Leon-19th Street Improvements	San Leon, 19th St	29.48283

Project Site Title	Street Address	Latitude (Rounded)
San Leon-20th Street Improvements	San Leon, 20th Street	29.48628
San Leon-9th Street Improvements	San Leon, 9th St	29.47794
San Leon-Avenue J Improvements	San Leon, Avenue J	29.48383
San Leon-Avenue K	San Leon, Avenue K	29.48206

Budget Line Summary

Total Engineering over Total Construction: 16.76%

Total Admin + Environmental over Total Amount Requested: 5.34%

Allowable Fee Percentage Cap for Admin + Environmental: 8%

Program Budget Code	Planned/Requested Amount
Construction	\$1,541,528.66
Grant Administration	\$100,188.43
Engineering	\$462,240.00
Environmental	\$0.00
Acquisition	\$0.00
Planning	\$0.00
Special Environmental	\$0.00
Construction	\$1,993,568.22
Engineering	\$98,390.00
Grant Administration	\$103,309.50
Environmental	\$0.00
Planning	\$0.00
Acquisition	\$0.00
Special Environmental	\$0.00
Construction	\$1,964,160.00
Acquisition	\$0.00
Environmental	\$0.00
Planning	\$130,000.00
Special Environmental	\$75,000.00
Grant Administration	\$173,532.80
Engineering	\$553,832.00
Construction	\$1,149,509.30

Program Budget Code	Planned/Requested Amount
Engineering	\$469,240.00
Grant Administration	\$81,250.70
Special Environmental	\$0.00
Environmental	\$0.00
Acquisition	\$0.00
Planning	\$0.00
Construction	\$1,237,055.85
Engineering	\$300,000.00
Grant Administration	\$76,852.79
Special Environmental	\$0.00
Environmental	\$0.00
Acquisition	\$0.00
Planning	\$0.00
Environmental	\$0.00
Planning	\$0.00
Acquisition	\$0.00
Special Environmental	\$0.00
Grant Administration	\$76,852.79
Engineering	\$300,000.00
Construction	\$1,237,055.85
Grant Administration	\$0.00
Engineering	\$0.00
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Engineering	\$43,225.95
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Construction	\$78,672.73
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$3,289.58

Program Budget Code	Planned/Requested Amount
Engineering	\$3,132.93
Construction	\$62,643.52
Construction	\$639,702.80
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$33,592.37
Engineering	\$31,992.73
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$5,331.30
Engineering	\$5,077.44
Construction	\$101,505.05
Grant Administration	\$6,650.61
Engineering	\$6,333.91
Construction	\$126,377.60
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Construction	\$481,816.87
Grant Administration	\$25,300.48
Engineering	\$24,095.69
Engineering	\$2,936.35
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$10,687.35
Engineering	\$10,178.43
Construction	\$203,523.52
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00

Program Budget Code	Planned/Requested Amount
Special Environmental	\$0.00
Grant Administration	\$12,967.79
Engineering	\$12,350.27
Construction	\$246,945.92
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Construction	\$119,674.73
Grant Administration	\$6,285.43
Engineering	\$5,986.12
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$29,161.64
Engineering	\$27,772.99
Construction	\$555,344.87
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$14,588.76
Engineering	\$13,894.06
Construction	\$277,814.16
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$4,442.17
Engineering	\$4,230.63
Construction	\$84,611.43
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$5,618.57

Program Budget Code	Planned/Requested Amount
Engineering	\$5,351.03
Construction	\$106,976.17
Grant Administration	\$45,387.25
Construction	\$864,310.72
Special Environmental	\$0.00
Environmental	\$0.00
Acquisition	\$0.00
Planning	\$0.00
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$4,727.96
Engineering	\$4,502.82
Construction	\$90,058.53
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$3,083.17
Construction	\$58,731.91
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$3,091.11
Engineering	\$2,943.92
Construction	\$58,845.29
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$6,233.82
Engineering	\$5,936.98
Construction	\$118,711.00
Planning	\$0.00
Acquisition	\$0.00

Program Budget Code	Planned/Requested Amount
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$19,443.74
Engineering	\$18,517.85
Construction	\$370,248.81
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$17,257.64
Engineering	\$16,435.85
Construction	\$328,637.28
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$14,295.03
Engineering	\$13,614.32
Construction	\$272,201.85
Engineering	\$7,323.02
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$7,689.17
Construction	\$146,444.39
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00
Grant Administration	\$4,418.35
Engineering	\$4,207.95
Construction	\$84,157.91
Planning	\$0.00
Acquisition	\$0.00
Environmental	\$0.00
Special Environmental	\$0.00

Program Budget Code	Planned/Requested Amount
Grant Administration	\$3,265.75
Engineering	\$3,110.25
Construction	\$59,468.88

Duplication of Benefits

FEMA Coverage

Did you receive any FEMA funding? No

Do you anticipate any FEMA funding? No

Was the proposed project eligible for FEMA? No

Is the budget in this application funding for the nonfederal share of a FEMA project? No

If yes, have funds been awarded?

If FEMA funds were received, explain why funds are needed above and beyond the FEMA funding:

Insurance Coverage

Did the applicant have insurance coverage on the proposed project? No

Name of Insurance Company:

Amount claimed/received for the project:

If a claim was not filed, please explain below:

Explain why funds are required above and beyond the insurance funding:

Other Funding

Has the applicant submitted a request to fund a part of or the whole project described in the application? No

Are local or other funds available to address the proposed project in whole or in part?

Have any other state and/or federal agencies been contacted concerning funding for the proposed project? No

Disclose source(s) and use(s) of non-CDBG-MIT funds (Each row is a funding source):

Fair Housing

What methods and criteria were used to prioritize the projects in the application, including affirmatively furthering fair housing? Galveston County furthers fair housing through an annual resolution that appears on the Commissioners Court agenda every April, which is fair housing month. In addition, the County runs a Fair Housing ad in the newspaper that outlines the details of the Fair Housing Act. Fair Housing signs are posted throughout county facilities on a daily basis.

The projects in the CDBG-MIT-MOD application were specifically selected to serve low to moderate income area of the county. Specifically, the street projects will assist lower income neighborhoods with transportability in and out of their neighborhood for work. By changing the streets from asphalt to concrete, they will be less vulnerable during, not only hurricanes, but even high tides, and heavy rain events.

The senior citizen center location was specifically chosen to represent the more vulnerable senior and disabled populations in the county. The Dickinson Senior Center is a historically highly utilized center for senior citizens. However, the current center is below the base flood elevation and is out of commission in flooding events. The new center will be constructed at a higher elevation in the same popular location so it will be available to serve senior and disabled citizens one a daily basis with congregate meals, activities and in disasters with distribution of meals, eater and other critical supplies.

What are the identified protected classes, racially and ethnically concentrated areas, and concentrated areas of poverty that may be impacted by this project? N/A-Road Improvements Project

Provide a meaningful analysis that describes how these identified populations may be impacted by this project. N/A-Road Improvements Project

For each fair housing activity, provide a name and status. If the activity is Completed, enter the Date Initiated. If the activity is Planned, enter the To Be Completed By date:

Item	Name	Status	Date Initiated	To be completed by
Fair Housing Activity 1	2024 Fair Housing Month Activities	Completed	04-01-2024	04-30-2024
Fair Housing Activity 2	2025 Fair Housing Month Activities	Planned	04-01-2025	04-30-2025
Fair Housing Activity 3	2026 Fair Housing Month Activities	Planned	04-01-2026	04-30-2026
Fair Housing Activity 4	2027 Fair Housing Month Activities	Planned	04-01-2027	04-30-2027

Citizen Participation

Did the applicant post the CDBG-MIT application for a minimum of fourteen (14) days? Yes

When did your jurisdiction post the project for public comment?

Start Date: 01-31-2023

End Date: 04-01-2023

Although a public hearing is not required, if your jurisdiction held one, list the date and attach the supporting documents:

Although a resolution is not required, did your jurisdiction approve one? No

Procurement

Have services been procured for Engineering, Grant Administration, or Environmental Services? No

Are there any persons/entities with a reportable financial interest to disclose? No

Vendor Type	TIGR: Procurement Status	Vendor Name	Contact Phone	Contact Email
Environmental	Procured Later			
Grant Administration	Procured Later			
Engineering	Procured Later			

Documents

Document Type	File Attachment (Text)
Photos that demonstrate public posting	R329-2970 -#3 POSTING PHOTO 6.29.23.jpg
Photos that demonstrate public posting	R329-2970 -#3 POSTING PHOTO 6.29.23.jpg
Race/Ethnicity/Gender Calculator	Pearson Road Culverts.pdf
LMISD data and/or CDBG-MIT Survey documentation	Pearson Road Culverts.pdf
DP05 (ACS 5-year estimate)	Pearson Road Culverts.pdf
Race/Ethnicity/Gender Calculator	Galv. Drainage Dist. #1 - Site 5.pdf
LMISD data and/or CDBG-MIT Survey documentation	Galv. Drainage Dist. #1 - Site 5.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Supporting census tract/block group or other beneficiary data maps	Galv. Drainage Dist. #1 - Site 5.pdf
Maps indicating latitude and longitude for proposed locations	Galv. Drainage Dist. #1 - Site 5.pdf
Maps indicating latitude and longitude for proposed locations	Galv. Drainage Dist. #1 - Site 5.pdf
Supporting census tract/block group or other beneficiary data maps	Galv. Drainage Dist. #1 - Site 1.pdf
Race/Ethnicity/Gender Calculator	Galv. Drainage Dist. #1 - Site 1.pdf
LMISD data and/or CDBG-MIT Survey documentation	Galv. Drainage Dist. #1 - Site 1.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	33rd Street_Avenue L_Culvert Extension_REV1.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf

Document Type	File Attachment (Text)
Maps indicating latitude and longitude for proposed locations	Galv. Drainage Dist. #1 - Site 1.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Supporting census tract/block group or other beneficiary data maps	33rd & Ave L Extension.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
LMISD data and/or CDBG-MIT Survey documentation	33rd & Ave L Extension.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Maps indicating latitude and longitude for proposed locations	33rd & Ave L Extension.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Supporting census tract/block group or other beneficiary data maps	33rd & Ave L Extension.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf

Document Type	File Attachment (Text)
LMISD data and/or CDBG-MIT Survey documentation	33rd & Ave L Extension.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Maps indicating latitude and longitude for proposed locations	33rd & Ave L Extension.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Dickinson Senior Center_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bolivar Peninsula_Rollover Pass_REV1.pdf
Maps indicating latitude and longitude for proposed locations	33rd & Ave L Extension.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Pearson Road Culverts_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	GCDD1_Site 5_REV1.pdf
Maps indicating latitude and longitude for proposed locations	Bolivar-Rollover Pass.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	GCDD1_Site 1_REV1.pdf
Supporting census tract/block group or other beneficiary data maps	Dickinson Senior Center.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
LMISD data and/or CDBG-MIT Survey documentation	Dickinson Senior Center.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	33rd Street_Avenue L_Culvert Extension_REV1.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf

Document Type	File Attachment (Text)
Copies of Agreement	Memorandum of Understanding_BPSUD.docx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Supporting census tract/block group or other beneficiary data maps	Pearson Road Culverts.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.odt
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
LMISD data and/or CDBG-MIT Survey documentation	Dickinson Senior Center.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Supporting census tract/block group or other beneficiary data maps	Dickinson Senior Center.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Maps indicating latitude and longitude for proposed locations	Dickinson Senior Center.pdf
Maps indicating latitude and longitude for proposed locations	Dickinson Senior Center_Reconstruction_250228.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	San Leon_Avenue K_REV1.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf

Document Type	File Attachment (Text)
Supporting census tract/block group or other beneficiary data maps	San Leon Ave K.pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon Ave K.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	San Leon_Avenue J_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	San Leon_9th Street_REV1.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon 18th St_Location_LMI_Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	San Leon 18th St_Location_LMI_Beneficiaries_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon 9th St.pdf
Supporting census tract/block group or other beneficiary data maps	San Leon 9th St.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_20th Street_REV1.pdf
Supporting census tract/block group or other beneficiary data maps	San Leon 20th St_Location_LMI_Beneficiaries_250227.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf

Document Type	File Attachment (Text)
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	San Leon_19th Street_REV1.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	San Leon_18th Street_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Hitchcock_Terrasso Drive_REV1.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf

Document Type	File Attachment (Text)
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Supporting census tract/block group or other beneficiary data maps	Hitchcock-TerrassoLoc_LMI_Beneficiaries_250227.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
LMISD data and/or CDBG-MIT Survey documentation	Hitchcock-TerrassoLoc_LMI_Beneficiaries_250227.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Hitchcock_Delesandri Drive_REV1.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Supporting census tract/block group or other beneficiary data maps	Hitchcock-Delesandri_Loc_LMI_Beneficiaries_240227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Hitchcock-Delesandri_Loc_LMI_Beneficiaries_240227.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Freddiesville_Warren Way_REV1.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf

Document Type	File Attachment (Text)
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Cost Benefit Analysis Documentation	Qualitative BCA.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Freddiesville_Swan Street_REV1.pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Cost Benefit Analysis Documentation	Qualitative BCA.pdf

Document Type	File Attachment (Text)
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Freddiesville_Bayou Drive_REV1.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_13th Street_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_11th Street_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Miller_REV1.pdf
SF-424 (completed and signed)	SF424_Galveston County 2.28.2025.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_Miller Rd (1).pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by	Bacliff_Gordy_REV1.pdf

Document Type	File Attachment (Text)
a professional engineer or architect licensed to work in the State of Texas)	
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Race/Ethnicity/Gender Calculator	RCEG.pdf
DP05 (ACS 5-year estimate)	Copy of CDBG-MIT-MOD Project List for Court Review.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.odt
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Race/Ethnicity/Gender Calculator	ACS_Census Tract 7217 (1).pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Baker Ave_Location_LMI_Potential Beneficiaries_270227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Baker Ave_Location_LMI_Potential Beneficiaries_270227.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Baker_REV1.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Avenue E_REV1.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Ave E_Location_LMI_Potential Beneficiaries_250227.pdf

Document Type	File Attachment (Text)
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_Miller Rd (1).pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Ave D_Location_LMI_Potential Beneficiaries_270227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Ave D_Location_LMI_Potential Beneficiaries_270227.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_Miller Rd (1).pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Supporting census tract/block group or other beneficiary data maps	Bacliff-Ave B_Location_LMI_Potential Beneficiaries_250227.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_Miller Rd (1).pdf
DP05 (ACS 5-year estimate)	Copy of CDBG-MIT-MOD Project List for Court Review.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.odt
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Avenue B_REV1.pdf
Maps indicating latitude and longitude for proposed locations	San Leon 9th St.png
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf

Document Type	File Attachment (Text)
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	San Leon-Neighborhood_Cummulative Benefits_Access to Evacuation Routes and Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	FreddisvilleHitchcock-Neighborhood_Cumulative Benefits_Community Lifelines_Evacuation_250228.pdf
Maps indicating latitude and longitude for proposed locations	FreddisvilleHitchcock-Neighborhood_Cumulative Benefits_Community Lifelines_Evacuation_250228.pdf
Maps indicating latitude and longitude for proposed locations	FreddisvilleHitchcock-Neighborhood_Cumulative Benefits_Community Lifelines_Evacuation_250228.pdf
Maps indicating latitude and longitude for proposed locations	FreddisvilleHitchcock-Neighborhood Map_Cumulative Benefits_Evacuation and Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	FreddisvilleHitchcock-Neighborhood_Cumulative Benefits_Community Lifelines_Evacuation_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf

Document Type	File Attachment (Text)
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Neighborhood Cumulative Benefits_Neighborhood Access Evacuation Routes_Community Lifelines_250228.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Avenue A_REV1.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Ave A_Location_LMI_Potential Beneficiaries_270227.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_19th.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_20th Street_REV1.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-20th St_Location_LMI_Potential Beneficiaries_250226.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_19th.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx

Document Type	File Attachment (Text)
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_19th Street_REV1.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_19th.pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.odt
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_19th.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Jackson Ave_Location_LMI_Potential Beneficiaries_250227.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
DP05 (ACS 5-year estimate)	Galveston_Demog Data_LMI_Updated.xlsx
Maps indicating latitude and longitude for proposed locations	Pearson Road Culverts_Location_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Environmental Exempt Form for planning and administrative activities	Exemption Form_250227.pdf
Memorandum of Understanding (MOU) Interlocal Agreement, or other binding documentation	Memorandum of Understanding_BPSUD.docx
Memorandum of Understanding (MOU) Interlocal Agreement, or other binding documentation	Memorandum of Understanding_GCDD1 (002).docx
Supporting census tract/block group or other beneficiary data maps	San Leon Ave J_Location_LMI_Beneficiaries_250227.pdf

Document Type	File Attachment (Text)
Maps indicating latitude and longitude for proposed locations	San Leon Ave J_Location_LMI_Beneficiaries_250227.pdf
Site photos	Photos_San Leon-18th Street_2025.pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon 20th St_Location_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	San Leon 20th St_Location_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	San Leon 19th St_Location_LMI_Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon 19th St_Location_LMI_Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	San Leon 19th St_Location_LMI_Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	San Leon 18th St_Location_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	San Leon 18th St_Location_LMI_Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	San Leon 18th St_Location_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Hitchcock- TerrassoLoc_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Hitchcock- Delesandri_Loc_LMI_Beneficiaries_240227.pdf
Maps indicating latitude and longitude for proposed locations	Freddiesville-Warren Way_Location_LMI_Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	Freddiesville-Warren Way_Location_LMI_Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Freddiesville-Warren Way_Location_LMI_Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	Freddiesville-Swan Street_Location_LMI_Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Freddiesville-Swan Street_Location_LMI_Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Freddiesville-Bayou Drive_Location_LMI_Beneficiaries_270227.pdf
Supporting census tract/block group or other beneficiary data maps	Freddiesville-Bayou Drive_Location_LMI_Beneficiaries_270227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Freddiesville-Bayou Drive_Location_LMI_Beneficiaries_270227.pdf

Document Type	File Attachment (Text)
Supporting census tract/block group or other beneficiary data maps	Bacliff-Smith St_Location_LMI_Potential Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Smith St_Location_LMI_Potential Beneficiaries_250227.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Smith_Budget Justification_250226.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Jackson Ave_Location_LMI_Potential Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Jackson Ave_Location_LMI_Potential Beneficiaries_250227.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Jackson_Budget Justification_250226.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Gordy St_Loc_LMI_Potential Beneficiaries_250227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Gordy St_Loc_LMI_Potential Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Gordy St_Loc_LMI_Potential Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Baker Ave_Location_LMI_Potential Beneficiaries_270227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Ave E_Location_LMI_Potential Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Ave E_Location_LMI_Potential Beneficiaries_250227.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Ave D_Location_LMI_Potential Beneficiaries_270227.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Ave B_Location_LMI_Potential Beneficiaries_250227.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
CDBG-MIT - Budget Justification of Retail Costs form (completed, signed, and sealed by a professional engineer or architect licensed to work in the State of Texas)	Bacliff_Avenue B_Budget Justification_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf

Document Type	File Attachment (Text)
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Environmental Exempt Form for planning and administrative activities	Bacliff-B_Exempt Form.docx
Maps indicating latitude and longitude for proposed locations	Bacliff-Ave B_Location_LMI_Potential Beneficiaries_250227.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Ave A_Location_LMI_Potential Beneficiaries_270227.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Ave A_Location_LMI_Potential Beneficiaries_270227.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Environmental Exempt Form for planning and administrative activities	Bacliff-Ave A Exempt Form.docx
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Environmental Exempt Form for planning and administrative activities	Bacliff-20th_Exempt Form.docx
Supporting census tract/block group or other beneficiary data maps	Bacliff-20th St_Location_LMI_Potential Beneficiaries_250226.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-20th St_Location_LMI_Potential Beneficiaries_250226.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-19th St_Location_LMI_Potential Beneficiaries_250226.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-19th St_Location_LMI_Potential Beneficiaries_250226.pdf

Document Type	File Attachment (Text)
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-19th St_Location_LMI_Potential Beneficiaries_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-13th St_Location_LMI_Potential Beneficiaries_250226.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-13th St_Location_LMI_Potential Beneficiaries_250226.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-13th St_Location_LMI_Potential Beneficiaries_250226.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Environmental Exempt Form for planning and administrative activities	Bacliff-13th_Exempt Form.docx
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Cost Benefit Analysis Documentation	Bacliff_All_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-11th St_Location_LMI_Potential Beneficiaries_250226.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-11th St_Location_LMI_Potential Beneficiaries_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf

Document Type	File Attachment (Text)
Maps indicating latitude and longitude for proposed locations	Bacliff-11th St_Location_LMI_Potential Beneficiaries_250226.pdf
LMISD data and/or CDBG-MIT Survey documentation	Bacliff-Miller Road_Map with Potential Beneficiaries_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2024_State_Flood_Plan_Volume_I (1).pdf
Cost Benefit Analysis Documentation	Bacliff-Miller Street Improvements_Qualitative BCA_250226.pdf
Cost Benefit Analysis Documentation	Bacliff-Avenue A Street Improvements_Qualitative BCA_250226.pdf
Cost Benefit Analysis Documentation	Bacliff-Miller Street Improvements_Qualitative BCA_250226.pdf
Cost Benefit Analysis Documentation	Bacliff-Miller Street Improvements_Qualitative BCA_250226.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	CDBG-MIT_Galveston_Hurricane Evacuation Routes_DOT_250219.pdf
Supporting census tract/block group or other beneficiary data maps	Bacliff-Miller Road_Map with Potential Beneficiaries_250226.pdf
Maps indicating latitude and longitude for proposed locations	Bacliff-Miller Road_Map with Potential Beneficiaries_250226.pdf
Site photos	CDBG-Mit_Photos_Bacliff Neighborhood_250225.pdf
Scope of work information, maps, and other applicable documentation for each Local effort identified	2022 Hazard Mitigation Plan (004).pdf
Maps indicating latitude and longitude for proposed locations	CDBG_Rollover Pass Waterline Improvements_Map_250225.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_13th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7217.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_11th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7217.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7217_Miller Rd.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218_19th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218_20th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218_9th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218_20th St.pdf

Document Type	File Attachment (Text)
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218_19th St.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7218.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7218.pdf
Race/Ethnicity/Gender Calculator	REGC_Census Tract 7237.pdf
DP05 (ACS 5-year estimate)	ACS_Census Tract 7237.pdf
Race/Ethnicity/Gender Calculator	Race_Gender_Calculator_West County Annex.pdf
DP05 (ACS 5-year estimate)	ACSDP1Y2023.DP05-2024-11-26T074749.xlsx
CDBG Mitigation Viewer Export	GLO-CDR CDBG-MIT Viewer.png
Local Procurement Policies and Procedures	GalCo Purchasing Policies Procedures.pdf
Maps indicating latitude and longitude for proposed locations	San Leon Ave K.pdf
Signed Applicant Certifications	Galveston County Local Certifications - Signed.pdf
Single Audit or Annual Financial Statement	2023 Federal Single Audit Report.pdf
Current Printout of SAM.gov Registration	SAM Expiration Screen 5.3.2025.pdf

Bacliff-Avenue A Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Avenue A Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advorio, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/12 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bayview neighborhood was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 357 LF of existing asphalt roadway with 357 LF of more durable concrete pavement from the intersection of 19th Street and Avenue A to the intersection of 18th Street and Avenue A in Bacliff, Texas, a census designated place approximately 16 miles northwest of Galveston, Texas (Start Point: 29.502056, -94.995583; Midpoint: 29.502333, -94.995278; and

End Point: 29.502556, -94.994917). Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - Avenue A Street Improvements	Avenue A, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 357

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Submit As-Builts/COCC/FWCR	06-01-2007	08-01-2007	2
Contract Closeout	08-01-2007	11-01-2007	3
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	0	0	0
Some Other Race	419	802	1,221
Other Multi-Racial	54	0	54
Native Hawaiian / Other Pacific Islander	0	1	1
Black African American	6	36	42
Asian/White	0	24	24
Asian	0	0	0
American Indian/Alaskan Native/White	7	44	51
American Indian/Alaskan Native/Black African American	2	14	16
American Indian/Alaskan Native	30	26	56

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American/White	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$3,265.75	\$0.00	\$3,265.75	5%
Engineering	\$3,110.25	\$0.00	\$3,110.25	4.7%
Construction	\$59,468.88	\$0.00	\$59,468.88	90.3%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

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Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Avenue B Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Avenue B Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advorio, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bacliff neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement includes the replacement of 709 LF of existing asphalt roadway with 709 LF of more durable concrete pavement from the intersection of 20th Street and Avenue B to the intersection of 18th Street and Avenue B in Bacliff, Texas, a census designated place approximately 16 miles northwest of

Galveston, Texas (Start Point: 29.500111, -94.995111; Midpoint: 29.500611, -94.994389; and End Point: 29.500011, -94.993639).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - Avenue B Street Improvements	Avenue B between 20th St and 18th

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 709

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Construction NTP	08-01-2026	09-01-2026	1
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2

Project Phase	Start Date	End Date	Length (in months)
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: N/A

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$6,233.82	\$0.00	\$6,233.82	4.8%
Engineering	\$5,936.98	\$0.00	\$5,936.98	4.5%
Construction	\$118,711.00	\$0.00	\$118,711.00	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

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Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

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Bacliff-Avenue D Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Avenue D Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advorio, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bacliff neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area. In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 353 LF of existing asphalt roadway with 353 LF of more durable concrete pavement from the intersection of 20th Street and Ave D to the intersection of 19th Street and Ave D in Bacliff, Texas, a census designated place approximately 16 miles northwest of Galveston, Texas (Start: 29.498472, -94.993583; Midpoint: 29.498667, -94.99325; End: 29.498917, -94.992917).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff -Avenue D Street Improvements	Avenue D, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 353

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$3,091.11	\$0.00	\$3,091.11	4.8%
Engineering	\$2,943.92	\$0.00	\$2,943.92	4.5%
Construction	\$58,845.29	\$0.00	\$58,845.29	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Baker Avenue Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Baker Avenue Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advorio, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City. Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the identified neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 541 LF of existing asphalt roadway with 541 LF of more durable concrete pavement from the intersection of N Hwy 146 and Baker Avenue to the intersection of Miller Street and Baker Avenue (Start: 29.503222, -94.997556; Midpoint: 29.503611, -94.997167; End: 29.504028, -94.996556).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - Baker Street Improvements	Bacliff, Baker Avenue

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 541

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,127	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
White	419	802	1,221
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$4,727.96	\$0.00	\$4,727.96	4.8%
Engineering	\$4,502.82	\$0.00	\$4,502.82	4.5%
Construction	\$90,058.53	\$0.00	\$90,058.53	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Jackson Avenue Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Jackson Avenue Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/12 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bayview neighborhood was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 635 LF of existing asphalt roadway with 635 LF of more durable concrete pavement from the intersection of N Hwy 146 & Jackson Avenue to intersection of Miller Street and Jackson Avenue (Start: 29.502194, -94.996889; Midpoint: 29.502667, -94.996389; End: 29.503083, -94.995778). Once design and engineering are complete and required permits

received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - Jackson Street Improvements	Bacliff, Jackson Ave

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 635

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
Other Multi-Racial	0	1	1
American Indian/Alaskan Native/Black African American	0	0	0
Asian/White	0	0	0
Black African American	0	24	24
Asian	7	44	51
Black African American/White	6	36	42
American Indian/Alaskan Native/White	2	14	16
White	419	802	1,221
Some Other Race	54	0	54
Native Hawaiian / Other Pacific Islander	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$5,618.57	\$0.00	\$5,618.57	4.8%
Engineering	\$5,351.03	\$0.00	\$5,351.03	4.5%
Construction	\$106,976.17	\$0.00	\$106,976.17	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff -Miller Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff -Miller Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bacliff neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area. In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 502 LF of existing asphalt roadway with 502 LF of more durable concrete pavement from the intersection of Miller Street and Jackson Avenue to the intersection of Miller Street and Baker Avenue (Start: 29.503167, -94.995667. Midpoint: 29.503611, -94.996083; End: 29.338111, -94.964306).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff -Miller Street Improvements	Intersection of Miller Street and Jackson Avenue to the intersection of Miller Street and Baker Avenue Bacliff, TX, 77518

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 502

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2

Project Phase	Start Date	End Date	Length (in months)
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	0	24	24
Asian	7	44	51
Black African American/White	6	36	42
Asian/White	0	0	0
American Indian/Alaskan Native/White	2	14	16
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$4,418.35	\$0.00	\$4,418.35	4.8%
Engineering	\$4,207.95	\$0.00	\$4,207.95	4.5%
Construction	\$84,157.91	\$0.00	\$84,157.91	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation efforts, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access the

nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

See the 2022 Galveston County Hazard Mitigation Plan; the 2024 Texas Flood Plan; and the Galveston County's Hurricane Evacuation Plan (mapping).

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would

complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Smith Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Smith Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/12 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bayview neighborhood was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 505 LF of existing asphalt roadway with 505 LF of more durable concrete pavement from the intersection of Smith Street & Jackson Ave to intersection of Smith Street & Baker Ave (Start: 29.502722, -94.996306; Midpoint: 29.503139, -94.996639; End: 29.503528, -94.997139) Once design and engineering are complete and required permits received,

equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - Smith Street Improvements	Bacliff, Smith St

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 505

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

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Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$4,442.17	\$0.00	\$4,442.17	4.8%
Engineering	\$4,230.63	\$0.00	\$4,230.63	4.5%
Construction	\$84,611.43	\$0.00	\$84,611.43	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

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31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

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Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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Bacliff-13th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-13th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advair, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City. Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in Bacliff was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 1637 LF of existing asphalt roadway with 1637 LF of more durable concrete pavement from the intersection of 13th Street and Ave D to the intersection of 13th Street and Ave A in Bacliff, TX, a census designated place approximately 16 miles northwest of Galveston, Texas (Start Point: 29.502111, -94.988278; Midpoint: 29.503333, -94.989389; and End Point: 29.505167, -94.991056).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - 13th Street Improvements	13th Street, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 1,637

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	09-01-2027	12-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,210

Provide number of LMI Beneficiaries 2,675

Percentage of LMI Beneficiaries: 83.33%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 1 ; Group 2 ; Group 3

Male: 1,653

Female: 1,557

Total: 3,210

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	0	52	52
Asian	15	96	111
Some Other Race	119	0	119
Other Multi-Racial	0	2	2
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0
American Indian/Alaskan Native	67	57	124
Black African American/White	13	80	93
Asian/White	0	0	0
American Indian/Alaskan Native/White	5	32	37

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	916	1,756	2,672

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: Most of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$14,295.03	\$0.00	\$14,295.03	4.8%
Engineering	\$13,614.32	\$0.00	\$13,614.32	4.5%
Construction	\$272,201.85	\$0.00	\$272,201.85	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access and abide by local evacuation plans, thereby increasing the risk of injury or death as a result of non-compliance. Per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website) HWY 146 is the primary evacuation route during an emergency. Residents who are unable to use this roadway segment would be limited in their ability to access evacuation routes or emergency medical care during blue sky days.

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway

segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: Minimize impacts from all hazards " (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states "Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways."

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life,

injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-11th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-11th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in Bacliff was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area. In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 874 LF of existing asphalt roadway with 874 LF of more durable concrete pavement from the intersection of 11th Street and Avenue B to the intersection of 11th Street and Avenue D i (Start Point: 29.504806, -94.988222, Midpoint: 29.503917, -94.987444 and End Point: 29.503194, -94.986777).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff - 11th Street Improvements	11th Street, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 874

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	07-01-2007	10-01-2007	3
Submit As-Builts/COCC/FWCR	06-01-2007	07-01-2007	1
Construction	09-01-2006	06-01-2007	9
Construction NTP	08-01-2006	09-01-2006	1
Contract Award	07-01-2006	08-01-2006	1
Bid Advertisement	04-01-2006	07-01-2006	3
Acquisition	04-01-2006	04-01-2006	0
Environmental Review	02-01-2006	04-01-2006	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,745

Provide number of LMI Beneficiaries 1,210

Percentage of LMI Beneficiaries: 69.34%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 1 ; Group 2

Male: 899

Female: 846

Total: 1,745

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	0	28	28
Asian	8	52	60
Black African American/White	7	43	50
Asian/White	0	0	0
American Indian/Alaskan Native/White	3	17	20
White	498	956	1,454
Some Other Race	65	0	65
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	36	31	67

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The majority of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Engineering	\$7,323.02	\$0.00	\$7,323.02	4.5%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$7,689.17	\$0.00	\$7,689.17	4.8%
Construction	\$146,444.39	\$0.00	\$146,444.39	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation efforts, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access and abide by local evacuation plans, thereby increasing the risk of injury or death as a result of non-compliance. Per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website) HWY 146 is the primary evacuation route during an emergency. Residents who are unable to use this roadway segment would be limited in their ability to access evacuation routes or emergency medical care during blue sky days.

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway

segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: Minimize impacts from all hazards " (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states "Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways."

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life,

injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Gordy Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Gordy Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City. Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the identified neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 5,208 LF of existing asphalt roadway with 5,208 LF of more durable concrete pavement from the intersection of N Hwy 146 and Gordy Road to the intersection of Bayshore Drive and Gordy Road (Start: 29.508972, -94.000861; Midpoint: 29.513111, -94.994806; End: 29.516583).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff- Gordy Street Improvements	Bacliff-Gordy Street
Bacliff-Gordy Steet Improvements	Gordy Street, Bacliff, Texas

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 10,488

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2007	11-01-2007	3
Submit As-Builts/COCC/FWCR	06-01-2007	08-01-2007	2
Construction	09-01-2006	06-01-2007	9
Construction NTP	08-01-2006	09-01-2006	1
Contract Award	07-01-2006	08-01-2006	1
Bid Advertisement	04-01-2006	07-01-2006	3
Acquisition	04-01-2006	04-01-2006	0
Environmental Review	02-01-2006	04-01-2006	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 4,310

Provide number of LMI Beneficiaries 2,515

Percentage of LMI Beneficiaries: 58.35%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 2 ; Group 4 ; Group 5
7,216	Group 1 ; Group 4 ; Group 5

Male: 2,300

Female: 2,010

Total: 4,310

Race	Hispanic Population	Non-Hispanic Population	Total Population
Native Hawaiian / Other Pacific Islander	120	0	120
Asian/White	74	152	226
Black African American	158	150	308
Some Other Race	0	9	9
Other Multi-Racial	4	3	7
White	640	725	1,365
Black African American/White	29	125	154
Asian	0	0	0
American Indian/Alaskan Native/Black African American	72	16	88
American Indian/Alaskan Native	18	40	58

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native/White	1,450	525	1,975

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: More than half of the census blocks are comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Engineering	\$43,225.95	\$0.00	\$43,225.95	4.5%
Grant Administration	\$45,387.25	\$0.00	\$45,387.25	4.8%
Construction	\$864,310.72	\$0.00	\$864,310.72	90.7%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reducing the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-19th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-19th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in Bacliff was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area. In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 1,992 LF of existing asphalt roadway with 1,992 LF of more durable concrete pavement from the intersection of 19th St and Jackson Ave to southern end of 19th Street (Start Point: 29.502639, -94.996222, Midpoint: 29.499778, -94.993639 and End Point: 29.497000, -94.991222).

Site: Project Site Title	Site: Street Address
Bacliff -19th Street Improvements	19th Street, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 1,992

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Contract Closeout	08-01-2027	11-01-2027	3
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted while also allowing first responders ease of ingress and egress the homes.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$17,257.64	\$0.00	\$17,257.64	4.8%
Engineering	\$16,435.85	\$0.00	\$16,435.85	4.5%
Construction	\$328,637.28	\$0.00	\$328,637.28	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access and abide by local evacuation plans, thereby increasing the risk of injury or death as a result of non-compliance. Per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website) HWY 146 is the primary evacuation route during an emergency. Residents who are unable to use this roadway segment would be limited in their ability to access evacuation routes or emergency medical care during blue sky days.

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway

segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: Minimize impacts from all hazards " (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states "Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways."

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life,

injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-20th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-20th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in Bacliff was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area. In response to the Bacliff's identified flood risk, this flood resistant street improvement entails the replacement of 2,231 LF of existing asphalt roadway with 2,231 LF of more durable concrete pavement from the intersection of 20th Street and Avenue A to the intersection of 20th Street and Avenue E in Bacliff, Texas, a census designated place approximately 16 miles northwest of Galveston, Texas (Start Point: 29.500833, -94.995778, Midpoint: 29.499111, -94.994222 and End Point: 29.496917, -94.992417)

Site: Project Site Title	Site: Street Address
Bacliff -20th Street Improvements	20th Street, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 2,231

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 1,465

Provide number of LMI Beneficiaries 1,465

Percentage of LMI Beneficiaries: 100%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 755

Female: 710

Total: 1,465

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	419	802	1,221
Some Other Race	54	0	54
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	6	36	42
Black African American	0	24	24
Asian/White	0	0	0
Asian	7	44	51
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	30	26	56

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$19,443.74	\$0.00	\$19,443.74	4.8%
Engineering	\$18,517.85	\$0.00	\$18,517.85	4.5%
Construction	\$370,248.81	\$0.00	\$370,248.81	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment o minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

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31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

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Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

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of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Bacliff-Avenue E Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Bacliff-Avenue E Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Bacliff, Texas runs along the Houston Ship channel with commerce and oil and gas production traversing the Highway 146 corridor between the Port of Houston and the refineries/plants of Texas City including multiple Marathon locations, Valero, Advairo, Rosefield, and Eastman. Bacliff's proximity to Highway 146 includes it in the communities that create a hub for business, trade, tourism, recreational opportunities and one of the nation's largest energy production corridors between Pasadena and Texas City.

Bacliff is geographically situated directly between Galveston Bay to the east and Highway 146 to the west creating a bowl effect where storm water collects and is slow to drain due to outdated and inefficient drainage infrastructure. The County of Galveston contacted the local National Weather Service (NWS) office to request the number of flash flooding events which have impacted Bacliff. The NWS accessed NOAA's National Centers for Environmental Information and noted having issued 21 flash flood warnings between 5/12/22 and 9/15/23. Six of these warnings resulted in flooding which caused property damage. Notable events include Hurricane Harvey in August of 2017, which resulted in \$4,000,000 in damages to the Bayview neighborhood in Bacliff and a rainfall event on June 4, 2021, which flooded 100 homes and caused \$500,000 in property damage in the Bacliff community.

The current drainage system in the Bacliff neighborhoods was designed and constructed in the mid 1900's when many of the homes were built with no requirements for the inclusion of impervious surfaces and retainage ponds to lower the impact of heavy rainfall events. Over the last 40 years, private homes along the bay have increased in size and value with an increased need for elevated foundations, which contributes to the bowl effect of the inner neighborhoods of the Bacliff community. In addition, an exponential increase in business development along Highway 146 with increased impervious surface for foundations and large parking lots along with the ever-increasing elevation of the highway have further exasperated the flooding problems of the Bacliff area.

In response to the Bacliff's identified flood risk, this flood resistant street improvement includes the replacement of 352 LF of existing asphalt roadway with 352 LF of more durable concrete pavement from the intersection of 20th Street and Avenue E to the intersection of 19th Street and Avenue E (Start: 29.497028, -94.992389; Midpoint: 29.49725, -94.992028; End: 29.497528, -94.991639).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Bacliff-Avenue E Street Improvements	Avenue E, Bacliff, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 353

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6

Project Phase	Start Date	End Date	Length (in months)
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 4,070

Provide number of LMI Beneficiaries 2,285

Percentage of LMI Beneficiaries: 56.14%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,217	Group 3

Male: 2,170

Female: 1,900

Total: 4,070

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	322	250	572
American Indian/Alaskan Native	30	265	295
Asian	7	444	451
Black African American/White	6	336	342
White	1,419	950	2,369
Other Multi-Racial	0	1	1
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American	0	24	24
Asian/White	0	0	0
American Indian/Alaskan Native/White	2	14	16
American Indian/Alaskan	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
Native/Black African American			

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The entire census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Engineering	\$2,936.35	\$0.00	\$2,936.35	4.5%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$3,083.17	\$0.00	\$3,083.17	4.8%
Construction	\$58,731.91	\$0.00	\$58,731.91	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan. The national weather service issued 21 flash flood warnings between 5/2012 and 9/2023 which resulted in over \$4M in property damages according to the Office of Emergency Management.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury,

damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Further, the plan also includes a project specific to the Bacliff area of Galveston County which the proposed road improvements to the Bacliff area included in this application would complement. Mitigation action 2022-Galveston County 0-12 on p. 330 of the plan states “Problem: The Bacliff area of Galveston County has storm water restrictions due to a bowl effect of the surrounding state highways (SH 146, SH 646 Grand Ave) and high elevation bluff along Galveston Bay. Solution: Improve channel drains and culvert crossing thru the State Highways.”

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-9th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-9th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 3,795 LF of existing asphalt roadway with 3,795 LF of more durable concrete pavement from the intersection of 9th Street and Avenue I to the intersection of 9th Street and Avenue O (Start: 29.483083, -94.922806; Midpoint: 29.477944, -94.924306; End: 29.474194, -94.925833).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-9th Street Improvements	San Leon, 9th St

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 3,795

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,485

Provide number of LMI Beneficiaries 2,290

Percentage of LMI Beneficiaries: 65.71%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 1 ; Group 2 ; Group 4

Male: 1,797

Female: 1,688

Total: 3,485

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	11	18	29
Black African American/White	0	19	19
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	33	33
White	642	2,209	2,851
Some Other Race	50	16	66
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0
Black African American	14	54	68

Race	Hispanic Population	Non-Hispanic Population	Total Population
Asian	0	419	419

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census blocks are comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$639,702.80	\$0.00	\$639,702.80	90.7%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$33,592.37	\$0.00	\$33,592.37	4.8%
Engineering	\$31,992.73	\$0.00	\$31,992.73	4.5%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-18th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-18th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 2,896 LF of existing asphalt roadway with 2,896 LF of more durable concrete pavement from the intersection of 18th Street and Avenue A to the southern end of 18th Street from the intersection of 19th Street (Start: 29.499333, -94.927667; Midpoint: 29.490806, -94.930167; End: 29.483806, -94.932167).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-18th Street Improvements	18th St, San Leon, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 2,896

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,485

Provide number of LMI Beneficiaries 2,290

Percentage of LMI Beneficiaries: 65.71%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 1 ; Group 2 ; Group 4

Male: 1,797

Female: 1,688

Total: 3,485

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	14	54	68
Asian	0	419	419
American Indian/Alaskan Native/White	0	33	33
Some Other Race	50	16	66
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0
American Indian/Alaskan Native	11	18	29
Asian/White	0	0	0
Black African American/White	0	19	19

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	642	2,209	2,851

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census blocks are comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Construction	\$481,816.87	\$0.00	\$481,816.87	90.7%
Grant Administration	\$25,300.48	\$0.00	\$25,300.48	4.8%
Engineering	\$24,095.69	\$0.00	\$24,095.69	4.5%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-19th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-19th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 765 LF of existing asphalt roadway with 765 LF of more durable concrete pavement from the intersection of 19th Street and Ave K to the intersection of 19th Street and Avenue J (Start: 29.481972, -94.933778; Midpoint: 29.482833, -94.933472; End: 29.483694, -94.933306).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-19th Street Improvements	San Leon, 19th St

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 765

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,210

Provide number of LMI Beneficiaries 2,070

Percentage of LMI Beneficiaries: 64.49%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 2 ; Group 3 ; Group 4

Male: 1,655

Female: 1,555

Total: 3,210

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	13	50	63
Asian	0	386	386
Black African American/White	0	17	17
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	31	31
White	591	2,035	2,626
Some Other Race	46	15	61
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	10	16	26

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census blocks are comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$6,650.61	\$0.00	\$6,650.61	4.8%
Engineering	\$6,333.91	\$0.00	\$6,333.91	4.5%
Construction	\$126,377.60	\$0.00	\$126,377.60	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The project is aimed at mitigating the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-20th Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-20th Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 617 LF of existing asphalt roadway with 617 LF of more durable concrete pavement from the Intersection of 20th Street and FM 517 Road E to northern end of 20th Street (Start: 29.485639, -94.933722; Midpoint: 29.486278, -94.933528; End: 29.487, -94.933389).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-20th Street Improvements	San Leon, 20th Street

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 617

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,210

Provide number of LMI Beneficiaries 2,070

Percentage of LMI Beneficiaries: 64.49%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 2 ; Group 3 ; Group 4

Male: 1,655

Female: 1,555

Total: 3,210

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American/White	0	17	17
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	31	31
White	591	2,035	2,626
Some Other Race	46	15	61
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0
Black African American	13	50	63
Asian	0	386	386

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	10	16	26

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census blocks are comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate any environmental issues. Will review to verify.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$5,331.30	\$0.00	\$5,331.30	4.8%
Engineering	\$5,077.44	\$0.00	\$5,077.44	4.5%
Construction	\$101,505.05	\$0.00	\$101,505.05	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-Avenue J Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-Avenue J Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 378 LF of existing asphalt roadway with 378 LF of more durable concrete pavement from the intersection of 20th Street and Ave J to the intersection of 19th Street & Ave J (Start: 29.483889, -94.934194; Midpoint: 29.483833, -94.933806; End: 29.483694, -94.93325)

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-Avenue J Improvements	San Leon, Avenue J

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 378

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,210

Provide number of LMI Beneficiaries 2,070

Percentage of LMI Beneficiaries: 64.49%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 2 ; Group 3 ; Group 4

Male: 1,655

Female: 1,555

Total: 3,210

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	13	50	63
Asian	0	386	386
Black African American/White	0	17	17
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	31	31
White	591	2,035	2,626
Some Other Race	46	15	61
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	10	16	26

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$3,289.58	\$0.00	\$3,289.58	4.8%
Engineering	\$3,132.93	\$0.00	\$3,132.93	4.5%
Construction	\$62,643.52	\$0.00	\$62,643.52	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

San Leon-Avenue K Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: San Leon-Avenue K Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): San Leon, a small community of approximately 6,000 in Galveston County, has a lengthy history of being impacted by natural hazards. Much like its neighboring communities of Bacliff and Dickinson, it is prone to frequent flooding. This is largely attributed to its geographic location, elevation relative to Galveston Bay, poor drainage systems, and development over the years. First Street Foundation, a notable non-profit think tank, assessed overall flood risk throughout Texas and found that the Galveston Bay-side communities of San Leon, Bacliff and Dickinson are among the 10 most at-risk places for flooding in Texas. More than 99 percent of the homes in the three communities and more than 97 percent of all roads, as well as every commercial building, piece of public infrastructure and social facility, such as a house of worship or schools, are at risk of flooding. In response to the San Leon's identified flood risk, this flood resistant street improvement entails the replacement of 432 LF of existing asphalt roadway with 432 LF of more durable concrete pavement from the intersection of 20th Street and Ave K to the intersection of 19th Street and Avenue K (Start: 29.482139, -94.934778; Midpoint: 29.482056, -94.934306; End: 29.481861, -94.933694).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
San Leon-Avenue K	San Leon, Avenue K

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 432

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 3,210

Provide number of LMI Beneficiaries 2,070

Percentage of LMI Beneficiaries: 64.49%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,218	Group 2 ; Group 3 ; Group 4

Male: 1,655

Female: 1,555

Total: 3,210

Race	Hispanic Population	Non-Hispanic Population	Total Population
Black African American	13	50	63
Asian	0	386	386
Black African American/White	0	17	17
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	31	31
White	591	2,035	2,626
Some Other Race	46	15	61
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	10	16	26

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Grant Administration	\$0.00	\$0.00	\$0.00	0%
Engineering	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Construction	\$78,672.73	\$0.00	\$78,672.73	100%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p.

31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

In addition, significant damage to the roadway segments would impede residents from being able to access the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard

events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board’s 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes “This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183). Further, the roadway improvements in the Bacliff and San Leon areas would complement Project #0611000436 on p. 31 of Volume II of the 2024 Texas State Flood Plan, which is an analysis of roadside ditch and driveway improvements in Bacliff and San Leon.

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Freddisville-Bayou Drive Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Freddisville-Bayou Drive Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Hitchcock is a small town in Galveston County which has experienced frequent flooding from ran events and hurricanes, most notably after Hurricane Harvey whose impacts nearly bankrupted the community. In response to the Hitchcock's identified flood risk, this flood resistant street improvement entails the replacement of 1,674 LF of existing asphalt roadway with 1,674 LF of more durable concrete pavement from the eastern end of Bayou Drive to the iintersection of Bayou Drive and Crane Street(Start: 29.340889, -94.964; Midpoint: 29.339528, -94.965667; End: 29.33775, -94.969833)

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Freddiesville-Bayou Drive Street Improvements	Eastern end of Bayou Dr to intersection of Bayou Drive and Crane Street, Hitchcock, TX, 77563

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately

responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 1,674

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 905

Provide number of LMI Beneficiaries 500

Percentage of LMI Beneficiaries: 55.25%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,237	Group 2

Male: 412

Female: 493

Total: 905

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	300	112	412
Some Other Race	18	11	29
Other Multi-Racial	0	4	4
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	43	36	79
Black African American	54	23	77
Asian/White	78	34	112
Asian	0	0	0
American Indian/Alaskan Native/White	42	75	117
American Indian/Alaskan Native/Black African American	12	22	34

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	25	16	41

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Exempt

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$14,588.76	\$0.00	\$14,588.76	4.8%
Engineering	\$13,894.06	\$0.00	\$13,894.06	4.5%
Construction	\$277,814.16	\$0.00	\$277,814.16	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access

the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segmentsto minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings,

improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183).

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Freddisville-Swan Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Freddisville-Swan Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Hitchcock is a small town in Galveston County which has experienced frequent flooding from ran events and hurricanes, most notably after Hurricane Harvey whose impacts nearly bankrupted the community. In response to the Hitchcock's identified flood risk, this flood resistant street improvement entails the replacement of 3,346 LF of existing asphalt roadway with 3,346 LF of more durable concrete pavement from the intersection of Bayou Drive and Swan Street to eastern end of Swan Street (Start: 29.339056, -94.96775; Midpoint: 29.337722, -94.963361; End: 29.338111, -94.959111).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Freddiesville-Swan Street Improvements	Freddiesville, Swan Street

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The

department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 3,346

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 905

Provide number of LMI Beneficiaries 500

Percentage of LMI Beneficiaries: 55.25%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,237	Group 2

Male: 412

Female: 493

Total: 905

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	18	10	28
White	300	112	412
Other Multi-Racial	0	4	4
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	43	36	79
Black African American	54	23	77
Asian/White	78	34	112
Asian	0	0	0
American Indian/Alaskan Native/White	42	75	117
American Indian/Alaskan Native/Black African American	12	22	34

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	26	16	42

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$29,161.64	\$0.00	\$29,161.64	4.8%
Engineering	\$27,772.99	\$0.00	\$27,772.99	4.5%
Construction	\$555,344.87	\$0.00	\$555,344.87	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access

the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings,

improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183).

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Freddisville-WarrenWay Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Freddisville-WarrenWay Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Hitchcock is a small town in Galveston County which has experienced frequent flooding from ran events and hurricanes, most notably after Hurricane Harvey whose impacts nearly bankrupted the community. In response to the Hitchcock's identified flood risk, this flood resistant street improvement entails the replacement of 719LF of existing asphalt roadway with 719LF of more durable concrete pavement from the beginning to the end of Warren Way (Start: 29.338444, -94.965389; Midpoint: 29.338778, -94.964722; End: 29.338111, -94.964306)

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Freddiesville-Warren Way Street Improvements	Warren Way, Freddiesville

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require,

any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 719

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 905

Provide number of LMI Beneficiaries 500

Percentage of LMI Beneficiaries: 55.25%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,237	Group 2

Male: 412

Female: 493

Total: 905

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	18	10	28
White	300	112	412
Other Multi-Racial	0	4	4
Black African American/White	43	36	79
Black African American	54	23	77
Asian/White	78	34	112
Asian	0	0	0
American Indian/Alaskan Native/White	42	75	117
American Indian/Alaskan Native/Black African American	12	22	34
American Indian/Alaskan Native	26	16	42

Race	Hispanic Population	Non-Hispanic Population	Total Population
Native Hawaiian / Other Pacific Islander	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people:

A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Construction	\$119,674.73	\$0.00	\$119,674.73	90.7%
Grant Administration	\$6,285.43	\$0.00	\$6,285.43	4.8%
Engineering	\$5,986.12	\$0.00	\$5,986.12	4.5%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access

the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings,

improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183).

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Hitchcock-Delesandri Drive Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Hitchcock-Delesandri Drive Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Hitchcock is a small town in Galveston County which has experienced frequent flooding from ran events and hurricanes, most notably after Hurricane Harvey whose impacts nearly bankrupted the community. In response to the Hitchcock's identified flood risk, this flood resistant street improvement entails the replacement of 1,488 LF of existing asphalt roadway with 1,488 LF of more durable concrete pavement from the the intersection of Delesandri Drive and State Hwy 6 to the northern end of Delesandri Drive (Start: 29.483083, -94.922806; Midpoint: 29.333806, -94.948; End: 29.335472, -94.947806).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Hitchcock_Delesandri Drive Street Improvements	Intersection of Delesandri Dr and State Hwy 6 to nothern end of Delesandri Dr, Hitchcock, TX, 77563

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete)

replaces an equal amount of material along the same amount of linear feet of existing roadway.
No new ground disturbance will occur.

Total proposed number of linear feet: 1,488

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 905

Provide number of LMI Beneficiaries 500

Percentage of LMI Beneficiaries: 55.25%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,237	Group 1

Male: 412

Female: 493

Total: 905

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	0	342	342
Some Other Race	0	24	24
Other Multi-Racial	0	0	0
Black African American	0	516	516
American Indian/Alaskan Native	0	23	23
Asian	0	0	0
Black African American/White	0	0	0
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
Native/Black African American			

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 24

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$12,967.79	\$0.00	\$12,967.79	4.8%
Engineering	\$12,350.27	\$0.00	\$12,350.27	4.5%
Construction	\$246,945.92	\$0.00	\$246,945.92	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access

the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings,

improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183).

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Hitchcock-Terrasso Drive Street Improvements

Project Info

Project Information

DRGR Activity: Street Improvements

Project Type: Street Improvements

Project Title: Hitchcock-Terrasso Drive Street Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Hitchcock is a small town in Galveston County which has experienced frequent flooding from ran events and hurricanes, most notably after Hurricane Harvey whose impacts nearly bankrupted the community. In response to the Hitchcock's identified flood risk, this flood resistant street improvement entails the replacement of 1,128 LF of existing asphalt roadway with 1,128 LF of more durable concrete pavement from the northern end of Terrasso Drive to the intersection of Delesandri Drive and Terrasso Drive (Start: 29.334333, -94.947028; Midpoint: 29.333306, -94.947139; End: 29.332583, -94.948111).

Once design and engineering are complete and required permits received, equipment, materials, and personnel will be mobilized to the site. The roadway will be closed to traffic and the existing asphalt road surface and base material will be removed using a stabilizer/reclaimer. The subbase will then be stabilized with lime to reduce the plasticity of the clay. The subbase will then be cured using a light fog spray of water or bituminous curing agent at a rate of 0.15 to 0.25 gal/yd². If the construction contractor determines that trimming of the cement-treated subbase is unavoidable, just before paving, the surface will be treated to prevent bonding of the base to the surface. The applicable bond breakers may include reapplication of the bituminous curing agent with a thin layer of sand or the application of two coats of wax-based curing compound. The reinforced concrete pavement will then be formed and placed over the base and subbase. The concrete pavement will be six inches in uniform thickness, with 5.0 sacks of Portland Cement used per cubic yard and will be reinforced with #4 (1/2") deformed steel reinforcing bars spaced a maximum of 18" center to center each way. Once cured and tested, equipment, personnel and excess materials will be transported from the project site, and the roadway will be reopened to traffic.

Site: Project Site Title	Site: Street Address
Hitchcock-Terrasso Drive Street Improvements	Intersection of Delesandri Dr and State Hwy 6 to nothern end of Delesandri Dr, Hitchcock, TX, 77563

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County Road and Bridge Department is responsible for maintaining this road segment. Lee Crowder is the road administrator and ultimately

responsible for ensuring all county roads are operated and maintained appropriately. The department ensures the road surfaces are cleaned throughout the year, as conditions require, any identified cracks are sealed, and the road segment is resealed in its entirety as needed. The current county budget already accounts for expenditures to maintain all county roads, including this segment.

Total proposed number of linear feet: 1,128

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-01-2027	11-01-2027	3
Submit As-Builts/COCC/FWCR	06-01-2027	08-01-2027	2
Construction	09-01-2026	06-01-2027	9
Construction NTP	08-01-2026	09-01-2026	1
Contract Award	07-01-2026	08-01-2026	1
Bid Advertisement	04-01-2026	07-01-2026	3
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 905

Provide number of LMI Beneficiaries 500

Percentage of LMI Beneficiaries: 55.25%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,237	Group 1

Male: 499

Female: 406

Total: 905

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	0	342	342
Black African American/White	0	0	0
Asian/White	0	0	0
American Indian/Alaskan Native/White	0	0	0
Some Other Race	0	24	24
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0
Black African American	0	516	516
Asian	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	23	23

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: A significant portion of the census block is comprised of low to moderate income people. Ensuring the roadway is accessible to local residents will enable timely travel to the nearest evacuation route should hurricane force winds/accompanying rain be forecasted.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: Galveston County does not anticipate that the proposed project will have any negative environmental consequences as the activity (replacing asphalt with concrete) replaces an equal amount of material along the same amount of linear feet of existing roadway. No new ground disturbance will occur.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$10,687.35	\$0.00	\$10,687.35	4.8%
Engineering	\$10,178.43	\$0.00	\$10,178.43	4.5%
Construction	\$203,523.52	\$0.00	\$203,523.52	90.7%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: Replacing the asphalt roadway segment with concrete will mitigate against current and future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents' access to a community lifeline which facilitates travel to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted. The chosen construction material will be more resilient for the following reasons:

- Concrete is more resistant to heavy rainfall and flooding. Unlike asphalt which can deteriorate quickly when exposed to water, concrete remains stable and intact, reduction the need for frequent repairs and ensuring safer road conditions.
- Concrete's ability to reflect sunlight helps it remain cooler than asphalt, which absorbs and retains heat. With its higher albedo, concrete reflects more sunlight than asphalt, which absorbs heat. This property helps to keep urban areas cooler, combating the urban heat island effect.
- From an environmental perspective, concrete production emits fewer greenhouse gases compared to asphalt. Moreover, concrete can be recycled and reused in new construction projects, minimizing environmental impact and promoting sustainability.
- Concrete is less prone to rutting and deformation under heavy loads and high temperatures with a superior load-bearing capacity. This resistance ensures a more consistent and safer driving surface, reducing the risk of vehicle damage and accidents.
- Concrete streets boast a significantly longer lifespan than their asphalt counterparts. Typically, concrete roads can last between 20 to 40 years with minimal maintenance, whereas asphalt streets often require resurfacing and repairs every 10 to 15 years. This longevity makes concrete a cost-effective option in the long run.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings, improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas" (p.183). In addition, significant damage to the roadway segments would impede residents from being able to access

the nearest hurricane evacuation route per Galveston County's Hurricane Evacuation Mapping (Houston-Galveston Area Council-Hurricane Evacuation | Galveston, TX - Official Website).

See the 2022 Galveston County Hazard Mitigation Plan reference document, Texas Flood Plan reference document, and the Houston-Galveston Area Council's Evacuation Route documentation.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The hazard was identified through consultation with the national weather service, a review of the NOAA storm events database, and review of the risk assessment within the hazard mitigation plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: This project demonstrates an integrated approach towards mitigation as the county takes part in local and regional planning efforts and considered this project within the context of those planning efforts to determine if the project was in concert with both local and mitigation goals, objectives and strategies. This was accomplished by considering a number of factors/indicators as the project was developed including local and regional community acceptance of the project; effects on local and regional populations; technical feasibility and secondary local and regional impacts; the degree of local and regional public and political support for the project; existing local and regional legal authorities; costs, benefits, and the project's contribution to the local and regional economy; and existing local and regional environmental laws, regulations and ordinances.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project promotes sustainable community resilience as it affords unimpeded access to a critical community lifeline, transportation. This segment of roadway is a part of the overarching county and regional transportation infrastructure. Transportation, as with other community lifelines, enables the continuous operation of critical government and business functions and is essential to human health and safety or economic security. Unimpeded access to this community lifeline has the potential to save lives by facilitating first responder's egress and ingress to homes within the community and community members' access to emergency evacuation routes should hurricane force winds and rains be forecasted. The project promotes economic security as unimpeded access to transportation routes allows community members to maintain or seek employment and patronize local businesses.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The proposed mitigation effort, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: "Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards " (p.270)

The proposed mitigation activity is also in concert with the goals of the Texas Water Development Board's 2024 Texas Flood Plan which includes roadway safety and early warning system goals. The plan notes "This includes goals to improve safety at low water crossings,

improve the level of service for exposed roadway segments, and increase the implementation of flood early warning systems for roadways and flood prone areas” (p.183).

Was a cost-benefit analysis used in the selection of the proposed project? Yes

Describe how the proposed project impacts vulnerable populations in the local community.: Either the entire census block or a substantial portion of the census block consists of low to moderate income persons, which are vulnerable solely based on their socio-economic status. Replacing the roadway segments with a more durable flood-resistant material will enable residents to more readily access evacuation routes during inclement weather events and places of employment and community service providers on a daily basis.

Describe how the proposed project creates economic opportunities for the local community: The project in and of itself does not create economic opportunities, but it does facilitate access to economic opportunities by enabling residents to be able to travel to their places of employment (employed residents) or potential places of employment (jobseekers). Further, residents will be able to continue to frequent local businesses including gas stations, grocery stores, restaurants, and other small locally owned businesses which rely on their customer bases to remain solvent and drive the local economy.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? Yes

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? Yes

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The proposed mitigation effort, modification to the identified roadway segment to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: Replacing the asphalt roadway segment with concrete will mitigate against future risk by minimizing the impacts of excessive coastal storm surge and runoff, negating the creation of urban heat islands, and ensuring residents are able to travel unimpeded to the nearest identified evacuation route should hurricane force winds and accompanying rain be forecasted.

Dickinson Senior Center Elevation Project

Project Info

Project Information

DRGR Activity: Public Facilities

Project Type: Community Centers ; Senior Center

Project Title: Dickinson Senior Center Elevation Project

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? Yes

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): The Dickson Senior Center is a 3,920 SF one story facility located at 2714 Highway 3, Dickinson, TX (29.47111, -95.06142). The current facility is a municipal center having stucco covered CMU exterior walls with concrete slab on grade construction with standing seam metal hip roof. The building has overall dimensions of approximately 80 FT by 49 FT and consists of a large main room and kitchen as well as restrooms, an office and several activity and storage rooms. The existing building is located at the corner of 28th and HWY 3 and the new building will be constructed directly adjacent to the current building at 28th and Avenue F. The current building is located in the 100-year floodplain (see FEMA map panel #48167C0235G effective 8/15/19). As the current building has experienced flooding in the past (see documentation of damage after Hurricane Harvey) and primarily serves a vulnerable population, a more resilient structure elevated 2 feet above the current base flood elevation will be constructed at 29.470769, -95.061882 in compliance with FFRMS. The facility will be the same size and approximate dimensions.

Site: Project Site Title	Site: Street Address
Dickinson Senior Center	2714 Highway 3, Dickinson, TX

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Maintenance will be performed by current building staff and paid for through the existing operating budget.

Total proposed number of linear feet:

Total number of proposed public facilities: 1

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	02-01-2028	05-01-2028	3
Submit As-Builts/COCC/FWCR	12-01-2027	02-01-2028	2
Construction	11-01-2026	11-01-2027	12

Project Phase	Start Date	End Date	Length (in months)
Construction NTP	10-01-2026	11-01-2026	1
Contract Award	09-01-2026	10-01-2026	1
Bid Advertisement	06-01-2026	09-01-2026	3
Acquisition	06-01-2026	06-01-2026	0
Environmental Review	02-01-2026	06-01-2026	4
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 325

Provide number of LMI Beneficiaries 300

Percentage of LMI Beneficiaries: 92.31%

Is that applicant a HUD Exception Grantee? Yes

Census Tract	Block Group List (Text)
7,208	Group 2 ; Group 5

Male: 200

Female: 125

Total: 325

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	100	86	186
Some Other Race	4	2	6
Other Multi-Racial	7	14	21
Native Hawaiian / Other Pacific Islander	4	2	6
Black African American/White	5	8	13
Black African American	7	12	19
Asian/White	2	4	6
Asian	0	0	0
American Indian/Alaskan Native/White	4	0	4
American Indian/Alaskan Native/Black African American	12	52	64

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: Elevating the structure will provide an identified low-moderate income populace a safe building to occupy.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: N/A

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? Yes

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed: A construction permit will be required to ensure compliance with the local building code.

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$1,993,568.22	\$0.00	\$1,993,568.22	90.8%
Engineering	\$98,390.00	\$0.00	\$98,390.00	4.5%
Grant Administration	\$103,309.50	\$0.00	\$103,309.50	4.7%
Environmental	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The proposed mitigation efforts, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The proposed mitigation efforts, modification to the identified roadway segments to minimize the impacts of excessive coastal storm surge and runoff while negating the creation of urban heat islands is in concert with the Goal 1 and Objectives 1.2 and 1.5 of the current 2022 Galveston County Hazard Mitigation Plan: “Goal 1: Minimize loss of life, injury, damage to property, the economy, and natural systems from natural and human-caused hazard events; Objective 1.2: Protect existing/new critical facilities and community lifelines; Objective 1.5: 1.5: Minimize impacts from all hazards “ (p.270)

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: Hazard Mitigation Plan

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project is aligned with local and regional planning efforts.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will protect people and property.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: Local and regional plans speak to a considerable flood risk in the area and the project will protect people and property from flooding.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: The proposed project will protect the elderly community.

Describe how the proposed project creates economic opportunities for the local community: No economic opportunities will be created.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The mitigation plan includes a substantive section about flood risk and vulnerability and this project addresses that risk.

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: This project will make the senior center's occupants better able to withstand flood impacts.

Galveston Drainage District #1-Site 1

Project Info

Project Information

DRGR Activity: Flood and Drainage Facilities

Project Type: Flood and Drainage

Project Title: Galveston Drainage District #1-Site 1

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf):
Improvements will be made at the intersection of the drainage canal and water supply canal to increase water flow and prevent flooding. The siphon diameter will be increased and lengthened, and the drainage ditch will be widened and improved. The top bank width will also be increased. All proposed improvements will effectively separate the drainage and water supply canals. Construction work will include site preparation, site improvements and final grading.

Site: Project Site Title	Site: Street Address
Galveston Drainage District Site 1 Improvements	Willow Bayou

Describe a plan for the long-term funding and management of the operations and maintenance of the project: The county will be responsible for maintenance and include the project in its O&M Budget.

Total proposed number of linear feet: 500

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	02-01-2028	05-01-2028	3
Submit As-Builts/COCC/FWCR	12-01-2027	02-01-2028	2
Construction	11-01-2026	11-01-2027	12
Construction NTP	10-01-2026	11-01-2026	1
Contract Award	09-01-2026	10-01-2026	1
Bid Advertisement	06-01-2026	09-01-2026	3
Acquisition	06-01-2026	06-01-2026	0
Environmental Review	02-01-2026	06-01-2026	4

Project Phase	Start Date	End Date	Length (in months)
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 7,245

Provide number of LMI Beneficiaries 2,245

Percentage of LMI Beneficiaries: 30.99%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,236	Group 1

Male: 3,245

Female: 4,000

Total: 7,245

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	0	0	0
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	0	0	0
Black African American	0	0	0
Asian/White	0	0	0
Asian	0	0	0
White	6,245	1,000	7,245
American Indian/Alaskan Native/White	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The project will reduce flood risk to people and property.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: GIS and census dat.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: NA

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Environmental	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Grant Administration	\$76,852.79	\$0.00	\$76,852.79	4.8%
Engineering	\$300,000.00	\$0.00	\$300,000.00	18.6%
Construction	\$1,237,055.85	\$0.00	\$1,237,055.85	76.6%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding;Storms

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The project will reduce risk to people and property

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The project will reduce risk to people and property

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The project will reduce risk to people and property

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project will reduce risk to people and property

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will reduce risk to people and property

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The project will reduce risk to people and property

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: The project will reduce risk to people and property

Describe how the proposed project creates economic opportunities for the local community: The project does not

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The project will reduce risk to people and property

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: The project will reduce risk to people and property

Galveston Drainage District #1-Site 5

Project Info

Project Information

DRGR Activity: Flood and Drainage Facilities

Project Type: Flood and Drainage

Project Title: Galveston Drainage District #1-Site 5

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Drainage improvements north tower road. Improvements will be made at the intersection of the drainage canal and water supply canal to increase water flow and prevent flooding. The siphon diameter will be increased and lengthened, and the drainage ditch will be widened and improved. The top bank width will also be increased. All proposed improvements will effectively separate the drainage and water supply canals. Construction work will include site preparation, site improvements and final grading.

Site: Project Site Title	Site: Street Address
Galveston Drainage District Site 5 Improvements	North Tower Road

Describe a plan for the long-term funding and management of the operations and maintenance of the project: The drainage district will assume responsibility and include in its O and M plan.

Total proposed number of linear feet: 500

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	02-01-2028	05-01-2028	3
Submit As-Builts/COCC/FWCR	12-01-2027	02-01-2028	2
Construction	11-01-2026	11-01-2027	12
Construction NTP	10-01-2026	11-01-2026	1
Contract Award	09-01-2026	10-01-2026	1
Bid Advertisement	06-01-2026	09-01-2026	3
Acquisition	06-01-2026	06-01-2026	0
Environmental Review	02-01-2026	06-01-2026	4

Project Phase	Start Date	End Date	Length (in months)
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 7,245

Provide number of LMI Beneficiaries 2,245

Percentage of LMI Beneficiaries: 30.99%

Is that applicant a HUD Exception Grantee? Yes

Census Tract	Block Group List (Text)
7,234	

Male: 3,622

Female: 3,623

Total: 7,245

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	2,745	4,500	7,245
Some Other Race	0	0	0
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	0	0	0
Black African American	0	0	0
Asian/White	0	0	0
Asian	0	0	0
American Indian/Alaskan Native/White	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The project will minimize flooding to homes and properties.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: NA

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$1,237,055.85	\$0.00	\$1,237,055.85	76.6%
Engineering	\$300,000.00	\$0.00	\$300,000.00	18.6%
Grant Administration	\$76,852.79	\$0.00	\$76,852.79	4.8%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%

Mitigation

Identify the specific risk the proposed project will mitigate against: Storms

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The project will reduce flood risk.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: A main goal of the mitigation plan is to reduce flood risk

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: Hazard Mitigation Plan

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project addresses an identified flood risk.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will reduce risk to people and property

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The project will reduce risk to people and property

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: The project will reduce risk to people and property

Describe how the proposed project creates economic opportunities for the local community: The project will reduce risk to people and property

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The project will reduce risk to people and property

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: The project will reduce risk to people and property

Rollover Pass Waterline Improvements

Project Info

Project Information

DRGR Activity: Flood and Drainage Facilities

Project Type: Flood and Drainage

Project Title: Rollover Pass Waterline Improvements

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): The Gilchrist community is situated on the Eastern end of Bolivar Peninsula on the Gulf Coast. This area is prone to extreme weather events such as hurricanes, tropical storms, flooding, tidal surges and wind damage. Gilchrist has been impacted by many natural disasters over the years. These massive storm events often result in the loss of power and disruption of services. During these events, it is imperative to maintain the ability to transmit water to residents and emergency services without the threat of waterline failures and breaks during these periods when the districts resources are focused on storm management. The existing 20" waterline that serves the Crystal Beach and Port Bolivar Communities crosses over Rollover Bridge in a semi-temporary manner. This has been the case since Hurricane Ike. The bridge has not been completely repaired since Hurricane Ike in 2008. If the remainder of the bridge is damaged, by a future storm event, the 20" water line will likely be damaged also, leaving these communities with only the water in the elevated storage tanks at that time.

The purpose of the project is to mitigate the potential damages and impacts of hurricanes, tropical storms, flooding, tidal surges, and wind damage. The project will replace the exposed line that crosses Rollover with new materials and the waterline will be buried at grade to protect it from the harsh environment and extreme weather that is common in this coastal area. Rollover Pass was recently filled in by the GLO. This project will construct a new 20" waterline inside a 30" steel casing under/through the newly filled Rollover Pass. This line will be constructed through the open cut method of construction and will provide a safe secure source of water to the Crystal Beach and Port Bolivar Communities that will not be damaged by a future storm event damaging the US Hwy 87 bridge.

Site: Project Site Title	Site: Street Address
Rollover Pass Waterline Improvements	Highway 87, Bolivar, TX 77650

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Long term maintenance and operations will be managed by the Bolivar Peninsula Special Utility District (BPSUD). As the line has a conservative useful life of 50 years and will be buried to protect it from the elements, O&M expenditures are not anticipated. With that said, should any atypical maintenance or operations issues arise, BPSUD

will assume all fiscal and administrative responsibility for ensuring O&M issues are promptly addressed.

Total proposed number of linear feet: 600

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	02-01-2028	05-01-2028	3
Submit As-Builts/COCC/FWCR	12-01-2027	02-01-2028	2
Contract Award	09-01-2026	10-01-2026	1
Bid Advertisement	06-01-2026	09-01-2026	3
Acquisition	06-01-2026	06-01-2026	0
Environmental Review	02-01-2026	06-01-2026	4
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2
Construction	11-01-2026	11-01-2027	12
Construction NTP	10-01-2026	11-01-2026	1

National Objective

National Objective

Provide Total Number of Beneficiaries: 17,000

Provide number of LMI Beneficiaries 12,000

Percentage of LMI Beneficiaries: 70.59%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,208	

Male: 8,700

Female: 8,300

Total: 17,000

Race	Hispanic Population	Non-Hispanic Population	Total Population
White	7,450	9,550	17,000
Some Other Race	0	0	0
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	0	0	0
Black African American	0	0	0
Asian/White	0	0	0
Asian	0	0	0
American Indian/Alaskan Native/White	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The project will harden a waterline pipe which serves approximately 17,000 people including the LMI population. This project will mitigate hurricanes, tropical storms, flooding, tidal surge and wind damage. The Gilchrist community is situated on the Eastern end of Bolivar Peninsula on the Gulf Coast. This area is prone to extreme weather events such as hurricanes, tropical storms, flooding, tidal surges and wind damage. Gilchrist has been impacted by many natural disasters over the years. These massive storm events often result in the loss of power and disruption of services. During these events, it is imperative to maintain the ability to transmit water to residents and emergency services without the threat of waterline failures and breaks during these periods when the districts resources are focused on storm management. The existing 20" waterline that serves the Crystal Beach and Port Bolivar Communities crosses over Rollover Bridge in a semi-temporary manner. This has been the case since Hurricane Ike. The bridge has not been completely repaired since Hurricane Ike in 2008. If the remainder of the bridge is damaged, by a future storm event, the 20" water line will likely be damaged also, leaving these communities with only the water in the elevated storage tanks at that time.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? Yes

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? Yes

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? No

Is any project site located in a known critical habitat for endangered species? Yes

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: The first phase of the project includes development of a comprehensive environmental assessment/review given the location and permitting/consultation with USACE, TxDOT, and Galveston County.

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? Yes

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed: 404 Permitting from USACE will be required.

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? Yes

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted: An MOU has been drafted between the county and the district.

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$1,964,160.00	\$0.00	\$1,964,160.00	67.8%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Planning	\$130,000.00	\$0.00	\$130,000.00	4.5%
Special Environmental	\$75,000.00	\$0.00	\$75,000.00	2.6%
Grant Administration	\$173,532.80	\$0.00	\$173,532.80	6%
Engineering	\$553,832.00	\$0.00	\$553,832.00	19.1%

Mitigation

Identify the specific risk the proposed project will mitigate against: Severe Coastal Flooding

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The project will prevent loss of critical utilities to customers.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The project aligns with the county's mitigation plan as a primary goal is to prevent loss of life.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The project was identified through discussions with local community stakeholders.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project is aligned with the county mitigation plan.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will ensure the community has a ready source of water.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The project will reduce the need for potable water supply

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: A portion of the service area includes LMI communities.

Describe how the proposed project creates economic opportunities for the local community: No economic opportunities will be created.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The mitigation plan is aimed at reducing loss of life.

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: The project will ensure a consistent water supply is available.

Pearson Culverts

Project Info

Project Information

DRGR Activity: Flood and Drainage Facilities

Project Type: Flood and Drainage

Project Title: Pearson Culverts

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): Pearson Road is located in the southwestern part of Galveston County in Santa Fe, Texas. The homes that line Pearson Road are susceptible to flooding due to excess stormwater collecting on and along the roadway during both routine and heavy rain events. The current drainage system is undersized and unable to adequately convey flow away from the 19 properties that line the road for approximately 1.2 miles. The nineteen culverts range in size from 30' to 40' in length; 34"-86" in diameter; and are constructed primarily of reinforced concrete pipe. The scope of work includes replacement of these culverts with larger culverts with the capacity to adequately convey both routine and excess flow. The intent is to place fifteen 4' x 6' reinforced box culverts, two 84" corrugated metal pipe culverts and as the drainage canal tapers down towards a natural outfall the flow will pass through an additional two 72" corrugated metal pipe culverts. The culverts would be placed in the ditch underneath the homeowners' driveways, which will offer an additional level of protection and act as an additional layer of reinforcement. In essence, the project would create a roadside ditch/collector system providing lateral drainage from properties with a top bank width of 25'-30'; 4'-8' deep.

Once all design and engineering activities are complete and construction permits received, the box culvert sections will be delivered and unloaded with a crane and stabilizers. A 20' x 20' staging area, would be sited alongside the road and construction materials would be shipped there to allow the work to be undertaken in segments. The existing culverts along with sufficient earthen material to house the new culverts will be excavated on site. Once complete, bedding will be placed. In general, the bedding material will be at least 6" thick and comprised of medium granular materials to provide uniform support the full length and width of each section. The final grade for the bedding will be established by using a laser (or level) and grade stakes placed at intervals in accordance with the design. Final grading will be accomplished by screeding the granular material. The screed board will be as long as the width of the outside span of the box (span + 2 x the wall thickness). The first section will then be placed, and remaining sections joined and sealed. A butyl blend material packaged in 1 to 2-square inches x 10-ft paper wrapped rolls is anticipated to be used as a joint sealant. The joint material will be placed on the bottom half of the groove of the box last placed with the balance of the sealant placed on the top half of the tongue of the box to be set. The material will be placed about 1-inch from the leading edge of the groove and tongue. The granular material 6-inches in front of the groove of the previously set box will then be removed to a depth of about 3-inches to prevent the material

from moving into the joint as the boxes are pulled together. The box sections will then be joined using chains and winches with the crane operator bringing the tongue end of the box to a position in front of the receiving groove. Lift inserts will then be filled with grout and made to be flush with the top of the box culvert section. Backfill will be placed uniformly on each side of the precast box sections as installation progresses, taking care not to disturb the alignment of the boxes. The corrugated metal pipes will be installed utilizing a trenching process.

Site: Project Site Title	Site: Street Address
Pearson Road Culverts	Pearson Road

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Galveston County will be responsible for maintaining the culverts and costs will be included in the annual roads and bridges operations and maintenance budget. The culverts will be inspected quarterly and after major storm events for signs of erosion, obstructed flow, or damage. Visual checks or mandrel and/camera (if needed) inspections will occur during the quarterly inspections and after major flow events. Inspections will be documented with photos and written observations to detail distresses or changes to the culvert over time. Sediment and debris build-up will be monitored; debris will be cleared, vegetation and roots will be trimmed, as needed, and additional jetting/cleaning of internal siltation will be undertaken, if necessary.

Total proposed number of linear feet: 3,800

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Engineering Design	08-01-2025	02-01-2026	6
Contract Closeout	02-01-2028	05-01-2028	3
Submit As-Builts/COCC/FWCR	12-01-2027	02-01-2028	2
Construction	11-01-2026	11-01-2027	12
Construction NTP	10-01-2026	11-01-2026	1
Contract Award	09-01-2026	10-01-2026	1
Bid Advertisement	06-01-2026	09-01-2026	3
Acquisition	06-01-2026	06-01-2026	0
Environmental Review	02-01-2026	06-01-2026	4
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 7,225

Provide number of LMI Beneficiaries 2,370

Percentage of LMI Beneficiaries: 32.8%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,235	Group 1 ; Group 2 ; Group 4 ; Group 10

Male: 3,800

Female: 3,425

Total: 7,225

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	1,150	1,130	2,280
Other Multi-Racial	145	243	388
Native Hawaiian / Other Pacific Islander	44	62	106
Black African American/White	154	185	339
White	1,534	830	2,364
Black African American	67	896	963
Asian/White	87	42	129
Asian	87	65	152
American Indian/Alaskan Native/White	98	75	173
American Indian/Alaskan Native/Black African American	234	72	306

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	25	25

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: Installing the culverts will solve a repetitive flood risk and minimize property damage to homes owned/rented by the LMI income populace.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? Yes

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? Yes

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)? Yes

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: N/A

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? Yes

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed: A USACE Nationwide Permit may be required, but this will be assessed once an environmental assessment is undertaken.

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$1,149,509.30	\$0.00	\$1,149,509.30	67.6%
Engineering	\$469,240.00	\$0.00	\$469,240.00	27.6%
Grant Administration	\$81,250.70	\$0.00	\$81,250.70	4.8%
Special Environmental	\$0.00	\$0.00	\$0.00	0%
Environmental	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%

Mitigation

Identify the specific risk the proposed project will mitigate against: Storms

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The project will protect against flood risk by increasing conveyance.

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: Local planning efforts are aimed at reducing flood risk.

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: Hazard Mitigation Plan.

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project is aligned with local and regional planning efforts.

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will protect people and property.

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: Local and regional plans speak to a considerable flood risk in the area and the project will protect people and property from flooding.

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: The proposed project will protect the elderly community.

Describe how the proposed project creates economic opportunities for the local community: No economic opportunities will be created.

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The mitigation plan includes a substantive section about flood risk and vulnerability and this project addresses that risk.

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: This project will the homeowners less susceptible to flooding.

33rd and Avenue L Extension

Project Info

Project Information

DRGR Activity: Flood and Drainage Facilities

Project Type: Flood and Drainage

Project Title: 33rd and Avenue L Extension

Does this project include replacement or relocation of a facility (i.e., lift station, water treatment plant, etc.)? No

Provide a detailed description of the scope of work proposed. For proposed work involving a length of road, ditch, channel, etc., report the scope of the project in linear feet (lf): The project is to extend a culvert 1,250 LF.

Site: Project Site Title	Site: Street Address
33 and Avenue L Extension	Intersection of Avenue L & 33rd Street to 7720 Avenue L, Santa Fe, TX, 77510

Describe a plan for the long-term funding and management of the operations and maintenance of the project: Long term maintenance will be provided by the county and included in its O&M plan and annual budget.

Total proposed number of linear feet: 1,250

Total number of proposed public facilities:

Project Phase	Start Date	End Date	Length (in months)
Contract Closeout	08-03-2027	11-03-2027	3
Submit As-Builts/COCC/FWCR	08-01-2027	10-01-2027	2
Construction	08-01-2026	08-01-2027	12
Construction NTP	07-01-2026	08-01-2026	1
Contract Award	06-01-2026	07-01-2026	1
Bid Advertisement	06-01-2026	06-01-2026	0
Acquisition	04-01-2026	04-01-2026	0
Environmental Review	02-01-2026	04-01-2026	2
Engineering Design	08-01-2025	02-01-2026	6
Start-Up Documentation	06-01-2025	08-01-2025	2

National Objective

National Objective

Provide Total Number of Beneficiaries: 895

Provide number of LMI Beneficiaries 300

Percentage of LMI Beneficiaries: 33.52%

Is that applicant a HUD Exception Grantee? No

Census Tract	Block Group List (Text)
7,235	Group 4

Male: 495

Female: 400

Total: 895

Race	Hispanic Population	Non-Hispanic Population	Total Population
Some Other Race	500	395	895
White	0	0	0
Other Multi-Racial	0	0	0
Native Hawaiian / Other Pacific Islander	0	0	0
Black African American/White	0	0	0
Black African American	0	0	0
Asian/White	0	0	0
Asian	0	0	0
American Indian/Alaskan Native/White	0	0	0
American Indian/Alaskan Native/Black African American	0	0	0

Race	Hispanic Population	Non-Hispanic Population	Total Population
American Indian/Alaskan Native	0	0	0

Which HUD national objective does the project meet? LMI

Describe activities that benefit low- and moderate-income people: The project will extend 1,250 LF of an existing culvert thereby minimizing risk to people and property.

Method(s) used to determine the beneficiaries: LMI Area Benefit

What method was used for Beneficiary Identification? Census (HUD LMISD)

Provide a brief description of the beneficiary identification method used to determine this national objective and upload supporting beneficiary maps, census data, and/or survey documents: The beneficiary population was determined through a geospatial analysis of the most recent census block data using the American Community Survey Summary File Retrieval Tool and ArcGIS.

U.S. Congressional District #: 14

Texas Representative District #: 23

Texas Senate District #: 11

Environmental

What is the current status of the project? Not yet begun

Will the assistance requested have any negative impact(s) or effect(s) on the environment? No

Is the proposed project likely to require an archaeological assessment? No

Is the proposed site(s) listed on the National Register of Historic Places? No

Is the project in a designated floodway or coastal high hazard area? No

Is the project in a designated special flood hazard area or a designated wetland? No

For projects in the 500 or 100-year floodplain: Does your project involve a critical action as defined in 24CFR55.2(b)(3)?

Is any project site located in a known critical habitat for endangered species? No

Is any project site a known hazardous site? No

Is any project site located on federal lands or at a federal installation? No

Is any project site subject to or participating in Fixing America's Surface Transportation Act (FAST-41) (P.L. 114-94)? No

What level of environmental review is likely needed for this project? Environmental Assessment

Provide any additional detail or information relevant to Environmental Review: NA

Provide a brief narrative regarding how CDBG-MIT funding is to be used. Demonstrate that HUD CDBG environmental requirements have been met to date:

Permits

Does the project require any federal, state, or other permits, approvals, or waivers to complete the proposed work? No

If yes, describe the type and purpose of each permit and its association with the proposed project. Provide a copy of each permit already executed:

Does the project require any type of ratified, legally binding agreement between the applicant and any other entity to provide continual operation upon completion? No

If yes, describe the type and purpose of each agreement and its association with the proposed project. Provide a copy of each agreement already executed or drafted:

For sewer and/or water facilities projects, does the applicant currently hold the Certificate of Convenience and Necessity (CCN) for the target area proposed in the application? (If not a sewer and/or water facilities project, please choose N/A): N/A

Budget Activity Lines

Program Budget Code	Planned/Requested Amount	Planned Other Funds Amount	Total	Percent of Total
Construction	\$1,541,528.66	\$0.00	\$1,541,528.66	73.3%
Grant Administration	\$100,188.43	\$0.00	\$100,188.43	4.8%
Engineering	\$462,240.00	\$0.00	\$462,240.00	22%
Environmental	\$0.00	\$0.00	\$0.00	0%
Acquisition	\$0.00	\$0.00	\$0.00	0%
Planning	\$0.00	\$0.00	\$0.00	0%
Special Environmental	\$0.00	\$0.00	\$0.00	0%

Mitigation

Identify the specific risk the proposed project will mitigate against: Storms

Describe as to how the proposed project addresses/mitigates against the current and future risks identified: The project will reduce risk to people and property

Provide information about how the proposed mitigation efforts integrate into the community's emergency and resiliency plans: The project will reduce risk to people and property

In the space provided, list documentation provided to support the identification of the threat or hazard and how it relates to potential impact: The project will reduce risk to people and property

Provide a brief description of how the proposed project addresses an integrated approach to mitigation: The project will reduce risk to people and property

Considering the local evaluation of hazard risks, responsible floodplain management, future extreme weather/natural disaster events, and long-term risks, describe how the proposed project promotes sustainable community resilience: The project will reduce risk to people and property

Describe how the proposed project is consistent with local and regional planning efforts to effect disaster mitigation: The project will reduce risk to people and property

Was a cost-benefit analysis used in the selection of the proposed project? No

Describe how the proposed project impacts vulnerable populations in the local community.: The project will reduce risk to people and property

Describe how the proposed project creates economic opportunities for the local community: The project will reduce risk to people and property

Does this project disproportionately impact vulnerable populations in the local community? No

Does the proposed project align with investments from other state or local capital improvements and infrastructure development efforts? No

Does the proposed project employ adaptable and reliable technology to guard against premature obsolescence? No

Describe the applicant's overall mitigation plan and how the project addressed in this application furthers that plan: The project will reduce risk to people and property

Describe how the proposed project will contribute to the community's resiliency against future disasters as a result of these projects: The project will reduce risk to people and property

Bacliff-Avenue A Street Improvements - Bacliff - Avenue A Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - Avenue A Street Improvements

Street Address: Avenue A, Bacliff, TX

Street Limits on Street: Avenue A

From Street: 18th Street

To Street: 19th Street

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.502333

Longitude: -94.995278

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 357

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Avenue B Street Improvements - Bacliff - Avenue B Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - Avenue B Street Improvements

Street Address: Avenue B between 20th St and 18th

Street Limits on Street: Avenue B

From Street: 20th Street

To Street: 18th Street

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.500611

Longitude: -94.994389

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 709

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-11th Street Improvements - Bacliff - 11th Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - 11th Street Improvements

Street Address: 11th Street, Bacliff, TX

Street Limits on Street: 11th Street

From Street: Avenue B

To Street: Avenue D

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.503917

Longitude: -94.987444

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 874

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-13th Street Improvements - Bacliff - 13th Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - 13th Street Improvements

Street Address: 13th Street, Bacliff, TX

Street Limits on Street: 13th Street

From Street: Avenue A

To Street: Avenue D

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.503333

Longitude: -94.989389

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,637

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-19th Street Improvements - Bacliff - 19th Street Improvements

Project Site

Project Site

Project Site Title: Bacliff -19th Street Improvements

Street Address: 19th Street, Bacliff, TX

Street Limits on Street: 19th Street

From Street: Jackson Avenue

To Street: Bacliff Drive

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.499778

Longitude: -94.993639

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,992

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-20th Street Improvements - Bacliff - 20th Street Improvements

Project Site

Project Site

Project Site Title: Bacliff -20th Street Improvements

Street Address: 20th Street, Bacliff, TX

Street Limits on Street: 20th Street

From Street: Avenue A

To Street: Avenue E

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.499111

Longitude: -94.994222

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 2,231

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Avenue D Street Improvements - Bacliff -Avenue D Street Improvements

Project Site

Project Site

Project Site Title: Bacliff -Avenue D Street Improvements

Street Address: Avenue D, Bacliff, TX

Street Limits on Street: Avenue D

From Street: 20th Street

To Street: 19th Street

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.498667

Longitude: -94.99325

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 353

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Baker Avenue Street Improvements - Bacliff - Baker Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - Baker Street Improvements

Street Address: Bacliff, Baker Avenue

Street Limits on Street: Baker Avenue

From Street: State Highway 146

To Street: Miller Street Miller Road

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.503611

Longitude: -94.997167

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 541

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Jackson Avenue Street Improvements

- Bacliff - Jackson Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - Jackson Street Improvements

Street Address: Bacliff, Jackson Ave

Street Limits on Street: Jackson Ave

From Street: State Highway 146

To Street: Miller Street Miller Road

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.502667

Longitude: -94.996389

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 635

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Smith Street Improvements - Bacliff - Smith Street Improvements

Project Site

Project Site

Project Site Title: Bacliff - Smith Street Improvements

Street Address: Bacliff, Smith St

Street Limits on Street: Smith St

From Street: Baker Ave

To Street: Jackson Ave

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.503139

Longitude: -94.996639

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 505

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Avenue E Street Improvements - Bacliff-Avenue E Street Improvements

Project Site

Project Site

Project Site Title: Bacliff-Avenue E Street Improvements

Street Address: Avenue E, Bacliff, TX

Street Limits on Street: Avenue E

From Street: 20th Street

To Street: 19th Street

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.49725

Longitude: -94.992028

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 353

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Gordy Street Improvements - Bacliff-Gordy Steet Improvements

Project Site

Project Site

Project Site Title: Bacliff-Gordy Steet Improvements

Street Address: Gordy Street, Bacliff, Texas

Street Limits on Street: Gordy Street

From Street: State Highway 146

To Street: Bayshore Drive

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.513111

Longitude: -94.9948056

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 5,208

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Freddisville-Swan Street Improvements - Freddiesville-Swan Street Improvements

Project Site

Project Site

Project Site Title: Freddiesville-Swan Street Improvements

Street Address: Freddiesville, Swan Street

Street Limits on Street: Swan Street

From Street: E. Midaugh Drive

To Street: N/A

Zip Code: 77563

City: Freddiesville

County: Galveston

State: Texas

Latitude: 29.337722

Longitude: -94.963361

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 3,346

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-18th Street Improvements - San Leon-18th Street Improvements

Project Site

Project Site

Project Site Title: San Leon-18th Street Improvements

Street Address: 18th St, San Leon, TX

Street Limits on Street: 18th St

From Street: Avenue A

To Street: N/A

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.490806

Longitude: -94.930167

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 2,896

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-19th Street Improvements - San Leon-19th Street Improvements

Project Site

Project Site

Project Site Title: San Leon-19th Street Improvements

Street Address: San Leon, 19th St

Street Limits on Street: 19th Street

From Street: Avenue K

To Street: Avenue J

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.482833

Longitude: -94.933472

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 765

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-20th Street Improvements - San Leon-20th Street Improvements

Project Site

Project Site

Project Site Title: San Leon-20th Street Improvements

Street Address: San Leon, 20th Street

Street Limits on Street: 20th Street

From Street: FM 517 Rd E

To Street: End of Street

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.486278

Longitude: -94.933528

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 617

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-9th Street Improvements - San Leon-9th Street Improvements

Project Site

Project Site

Project Site Title: San Leon-9th Street Improvements

Street Address: San Leon, 9th St

Street Limits on Street: 9th St

From Street: FM Rd 517 Ave

To Street: Avenue O

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.477944

Longitude: -94.924306

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 3,795

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-Avenue J Street Improvements - San Leon-Avenue J Improvements

Project Site

Project Site

Project Site Title: San Leon-Avenue J Improvements

Street Address: San Leon, Avenue J

Street Limits on Street: Avenue J

From Street: 20th Street

To Street: 19th Street

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.483833

Longitude: -94.93325

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 378

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

San Leon-Avenue K Street Improvements - San Leon-Avenue K

Project Site

Project Site

Project Site Title: San Leon-Avenue K

Street Address: San Leon, Avenue K

Street Limits on Street: Avenue K

From Street: 20th Street

To Street: 19th Street

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.482056

Longitude: -95.482056

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 432

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Rollover Pass Waterline Improvements - Rollover Pass Waterline Improvements

Project Site

Project Site

Project Site Title: Rollover Pass Waterline Improvements

Street Address: Highway 87, Bolivar, TX 77650

Street Limits on Street: Northeast of HWY 87

From Street: 29.508822, -94.499586

To Street: 29.508262, -94.501353

Zip Code: 77650

City: Bolivar Peninsula

County: Galveston

State: Texas

Latitude: 29.508528

Longitude: -94.500389

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 600

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff - Miller Street Improvements - Bacliff - Miller Street Improvements

Project Site

Project Site

Project Site Title: Bacliff -Miller Street Improvements

Street Address: Intersection of Miller Street and Jackson Avenue to the intersection of Miller Street and Baker Avenue Bacliff, TX, 77518

Street Limits on Street: Miller Street

From Street: Miller Street and Jackson Avenue

To Street: Miller Street and Backer Avenue

Zip Code: 77518

City: Bacliff

County: Galveston

State: Texas

Latitude: 29.503611

Longitude: -94.996083

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 502

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Freddisville-Bayou Drive Street Improvements
- Freddiesville-Bayou Drive Street
Improvements

Project Site

Project Site

Project Site Title: Freddiesville-Bayou Drive Street Improvements

Street Address: Eastern end of Bayou Dr to intersection of Bayou Drive and Crane Street, Hitchcock, TX, 77563

Street Limits on Street: Bayou Drive

From Street: East Bayou Drive

To Street: Crane Street

Zip Code: 77563

City: Hitchcock

County: Gal

State: Texas

Latitude: 29.339528

Longitude: -94.965667

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,674

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Freddisville-WarrenWay Street Improvements
- Freddiesville-Warren Way Street
Improvements

Project Site

Project Site

Project Site Title: Freddiesville-Warren Way Street Improvements

Street Address: Warren Way, Freddiesville

Street Limits on Street: Warren Way

From Street: Warren Way

To Street: Warren Way

Zip Code: 77563

City: Hitchcock

County: Gal

State: Texas

Latitude: 29.339528

Longitude: -94.965667

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 719

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

**Hitchcock-Delesandri Drive Street
Improvements - Hitchcock_Delesandri Drive
Street Improvements**

Project Site

Project Site

Project Site Title: Hitchcock_Delesandri Drive Street Improvements

Street Address: Intersection of Delesandri Dr and State Hwy 6 to northern end of Delesandri Dr, Hitchcock, TX, 77563

Street Limits on Street: Delesandri Drive

From Street: Delesandri Drive

To Street: State Hwy 6

Zip Code: 77563

City: Hitchcock

County: Galveston

State: Texas

Latitude: 29.333806

Longitude: -94.948

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,488

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

**Hitchcock-Terrasso Drive Street
Improvements - Hitchcock-Terrasso Drive
Street Improvements**

Project Site

Project Site

Project Site Title: Hitchcock-Terrasso Drive Street Improvements

Street Address: Intersection of Delesandri Dr and State Hwy 6 to northern end of Delesandri Dr, Hitchcock, TX, 77563

Street Limits on Street: Terrasso Drive

From Street: Terrasso Drive

To Street: Delesandri Drive

Zip Code: 77563

City: Hitchcock

County: Galveston

State: Texas

Latitude: 29.333306

Longitude: -94.9477139

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,128

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Pearson Culverts - Pearson Road Culverts

Project Site

Project Site

Project Site Title: Pearson Road Culverts

Street Address: Pearson Road

Street Limits on Street: Pearson Road

From Street: 6299-6123 Pearson Road

To Street: 5122-5210 Pearson Road

Zip Code: 77539

City: Santa Fe

County: Galveston

State: Texas

Latitude: 29.3605

Longitude: -95.134944

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 3,800

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

Bacliff-Gordy Street Improvements - Bacliff-Gordy Street Improvements

Project Site

Project Site

Project Site Title: Bacliff- Gordy Street Improvements

Street Address: Bacliff-Gordy Street

Street Limits on Street: Gordy Street

From Street: HWY 146 and Gordy Street

To Street: Bayshore Drive

Zip Code: 77539

City: San Leon

County: Galveston

State: Texas

Latitude: 29.513111

Longitude: -94.994806

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 5,280

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

**Dickinson Senior Center Elevation Project -
Dickinson Senior Center**

Project Site

Project Site

Project Site Title: Dickinson Senior Center

Street Address: 2714 Highway 3, Dickinson, TX

Street Limits on Street: HWY 3

From Street: 27th

To Street: 28th

Zip Code: 77539

City: Dickinson

County: Galveston

State: Texas

Latitude: 29.47111

Longitude: -95.06142

Performance Measures: Public Facilities

Provide the proposed number of linear feet:

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

33rd and Avenue L Extension - 33 and Avenue L Extension

Project Site

Project Site

Project Site Title: 33 and Avenue L Extension

Street Address: Intersection of Avenue L & 33rd Street to 7720 Avenue L, Santa Fe, TX, 77510

Street Limits on Street: Avenue L

From Street: 33rd Street

To Street: 7720 Avenue L

Zip Code: 77650

City: Santa Fe

County: Galveston

State: Texas

Latitude: 29.508528

Longitude: -94.500389

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 1,250

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

**Galveston Drainage District #1-Site 1 -
Galveston Drainage District Site 1
Improvements**

Project Site

Project Site

Project Site Title: Galveston Drainage District Site 1 Improvements

Street Address: Willow Bayou

Street Limits on Street: Willow Bayou

From Street: Willow Bayou

To Street: Willow Bayou

Zip Code: 77650

City: Willow Bayou

County: Galveston

State: Texas

Latitude: 29.295125

Longitude: -95.098431

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 500

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?

**Galveston Drainage District #1-Site 5 -
Galveston Drainage District Site 5
Improvements**

Project Site

Project Site

Project Site Title: Galveston Drainage District Site 5 Improvements

Street Address: North Tower Road

Street Limits on Street: North Tower Road

From Street: North Tower Road

To Street: North Tower Road

Zip Code: 77650

City: Willow Bayou

County: Galveston

State: Texas

Latitude: 29.408275

Longitude: 93.136275

Performance Measures: Linear Feet

Provide the proposed number of linear feet: 500

Acquisition/Uniform Relocation Assistance

Does the project require acquisition of property, purchase of easements, relocation, or any other activity requiring compliance with URA outside the listed waived activities? No

Has acquisition of the project site(s) been completed, in progress, or will need to be acquired?

Describe the type and purpose of all acquisitions (easements, real property, etc.) associated with the proposed project. For acquisitions "Previously Acquired" or "Acquisition in Progress," include the date of acquisition, detailed information and supporting documentation to ensure compliance with all URA, 42 U.S.C. 4601 et seq., and environmental review processes:

What is the planned number of parcels to be acquired?

What is the associated cost amount for this acquisition?