

The banner features a white background with several large, overlapping geometric shapes in shades of orange and yellow on the right side. These shapes include triangles and parallelograms, some of which are semi-transparent. At the bottom, there is a horizontal band with a pattern of thin, parallel grey lines.

ACOG TRANSPORTATION
PLANNING SERVICES

GRANTS WORKSHOP

AUGUST 2022

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WORKSHOP OUTLINE

- Calls for Projects Timeline
- CRRSAA
- TAP
- STBG-UZA
- TAP & STBG-UZA Project Submission Process

CALL FOR PROJECTS TIMELINE

EVENT	DATE
Pre-Application form available	August 10, 2022
Call for Projects opens for STBG-UZA, TAP, and CRRSAA	September 1
Pre-Application due	September 16 at 4 p.m.
Calls for Projects close	October 31 at 4 p.m.
ACOG staff analysis of all project submissions	November – December
ACOG MPO Policy Committee and Board of Directors to approve of project selections	February (tentative)

PRE-APPLICATION

- Pre-Application form is **required for each proposed project**
- Must be completed by Friday, September 16
- ACOG staff will review all submissions and coordinate with applicants on any needed clarifications or adjustments
- **Full project applications without a Pre-Application will not be accepted**

Pre-Application Survey for ACOG's Transportation Grants

Please complete this survey before the deadline at 4:00 p.m. on Friday, September 16, 2022.

Please complete one survey per project.

If you have any questions about the pre-application survey, please contact ACOG at tpsgrants@acogok.org.

The pre-application must be submitted in order to be considered for the following funding grants:

- Coronavirus Response and Relief Supplement Appropriations Act (CRRSAA)
- Surface Transportation Block Grant Program (STBG-UZA)
- Transportation Alternatives Program (TAP)

Lead Entity*
Which city, town, county, or organization is this project for?

Contact Name*
First and Last Name

<https://arcg.is/04nHH0>



CORONAVIRUS RESPONSE & RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA)

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OVERVIEW

- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)
- The ACOG MPO has received approximately \$8.9 million for transportation projects in the region
- Funds can be used for projects that are eligible for Surface Transportation Block Grant (STBG) program funding
- 100 percent federal funding for construction
 - **No local match is required**

TIME LIMITATIONS

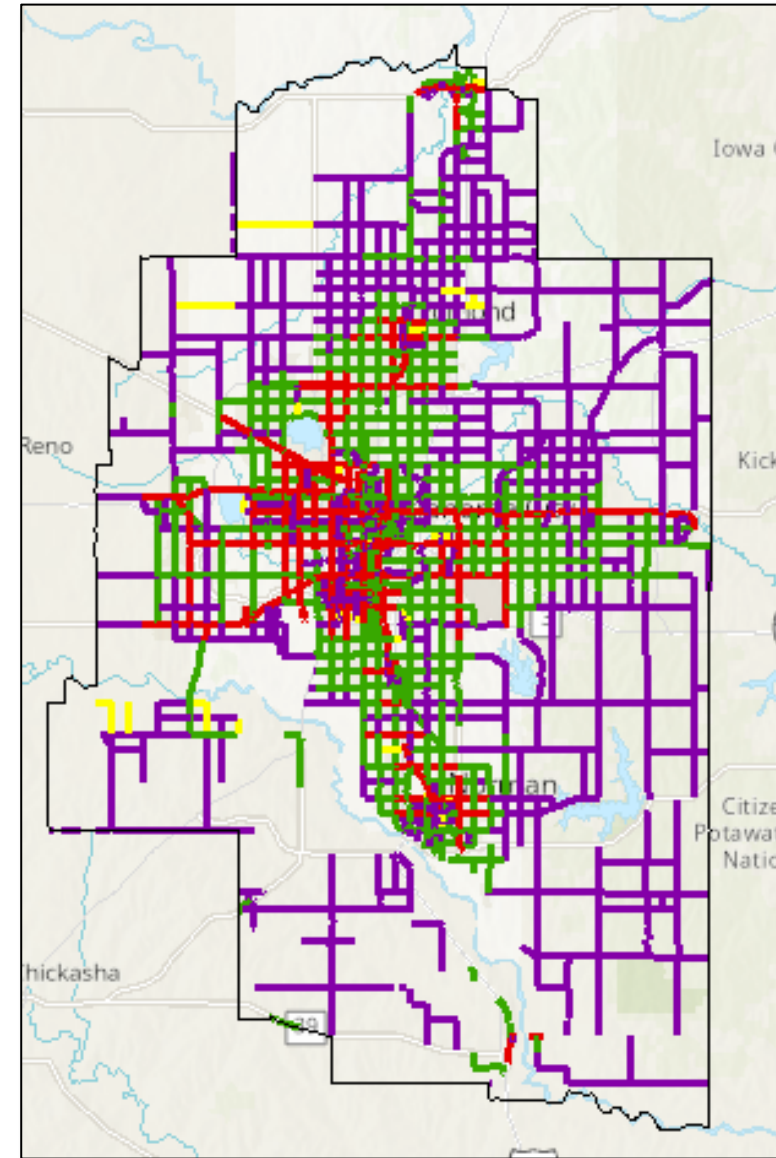
- These funds remain available for obligation until **September 30, 2024**
- Projects must be selected, designed, and have environmental reviews (NEPA) completed by this time
- Obligated balances must be spent by September 30, 2029

FUNDING AVAILABLE

- \$8.9 million available
- Municipalities can submit project application(s) requesting up to **\$500,000**
- Project applications may be submitted requesting less funding

ELIGIBILITY

- All cities in the ACOG MPO area are eligible to apply
- Projects must be located on a functionally classified road
- Funds cannot be spent on local roads or roads that are part of the state highway system (interstates, turnpikes, U.S. highways, and state highways)
- Webmap: <https://arcg.is/1bj9ni>



ELIGIBLE PROJECTS

In accordance with the time limitations, only projects that do not require extensive NEPA are eligible, including:

- Safety Projects
 - Signage
 - Pavement markings
 - School zones and crosswalks
 - Pedestrian signals
 - Guardrails
 - And more

ELIGIBLE PROJECTS CONTINUED

In accordance with the time limitations, only projects that do not require extensive NEPA are eligible, including:

- Bicycle and Pedestrian Projects
 - Signage, pavement markings, and others
- Minor Resurfacing Projects
- Adding CRRSAA funds to a previous selected STBG-UZA or TAP project
 - Will not count as the required 20% match
 - Project must have NEPA completed by September 30, 2024

REQUIRED DOCUMENTS

- **Preliminary Cost Estimate**
 - Prepared, signed, and stamped by a registered professional engineer
 - Shall include information on materials, quantities, unit prices, etc.
 - Must be current within 6 months of the date of the application submission
- **Council Resolution**
 - Required if the CRRSAA funds are to be used in conjunction with an existing STBG-UZA or TAP project
- **Map** of the project and adjacent area

SUBMISSION PROCESS

- Pre-Application form is **required**
- After successful completion of the Pre-Application, a link to the online application form will be sent

Pre-Application Survey for ACOG's Transportation Grants

Please complete this survey before the deadline at 4:00 p.m. on Friday, September 16, 2022.

Please complete one survey per project.

If you have any questions about the pre-application survey, please contact ACOG at tpsgroups@acogok.org.

The pre-application must be submitted in order to be considered for the following funding grants:

- Coronavirus Response and Relief Supplement Appropriations Act (CRRSAA)
- Surface Transportation Block Grant Program (STBG-UZA)
- Transportation Alternatives Program (TAP)

Lead Entity*

Which city, town, county, or organization is this project for?

Contact Name*

First and Last Name

<https://arcr.is/04nHH0>

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PROJECT APPROVAL

- ACOG and ODOT will review all applications
 - Projects will be chosen based on quality, need, and ability for the project to be completed within the federally allotted timeframe
 - Priority will be given to smaller communities or those that have not received an STBG project for 3 years
- Staff will present project recommendations to ACOG committees in February 2023 (tentative)
- Once project selections are approved by the ACOG MPO Policy Committee, awarded projects will then be passed on to ODOT for administration

QUESTIONS?

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ACOG TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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ACOG TAP GRANT OVERVIEW

- The Transportation Alternatives Program (TAP) is a program through the Infrastructure Investment and Jobs Act (IIJA)
- TAP funds projects that support alternative forms of transportation, such as:
 - Pedestrian facilities
 - Bicycle facilities
 - Recreational trails
 - Other multimodal improvements

FUNDING AVAILABLE

- There will be two TAP Calls for Projects under the IIJA
 - \$7.5 million in available funds for FY 2023 CFP
 - Approximately \$9 million in available funds for a future second call (est. FY 2025)
- Maximum of \$1.5 million (federal share) per project
- Minimum of \$20,000 (federal share) per project
- No one entity may receive more than 56% of the region's funds
- 20% local match required

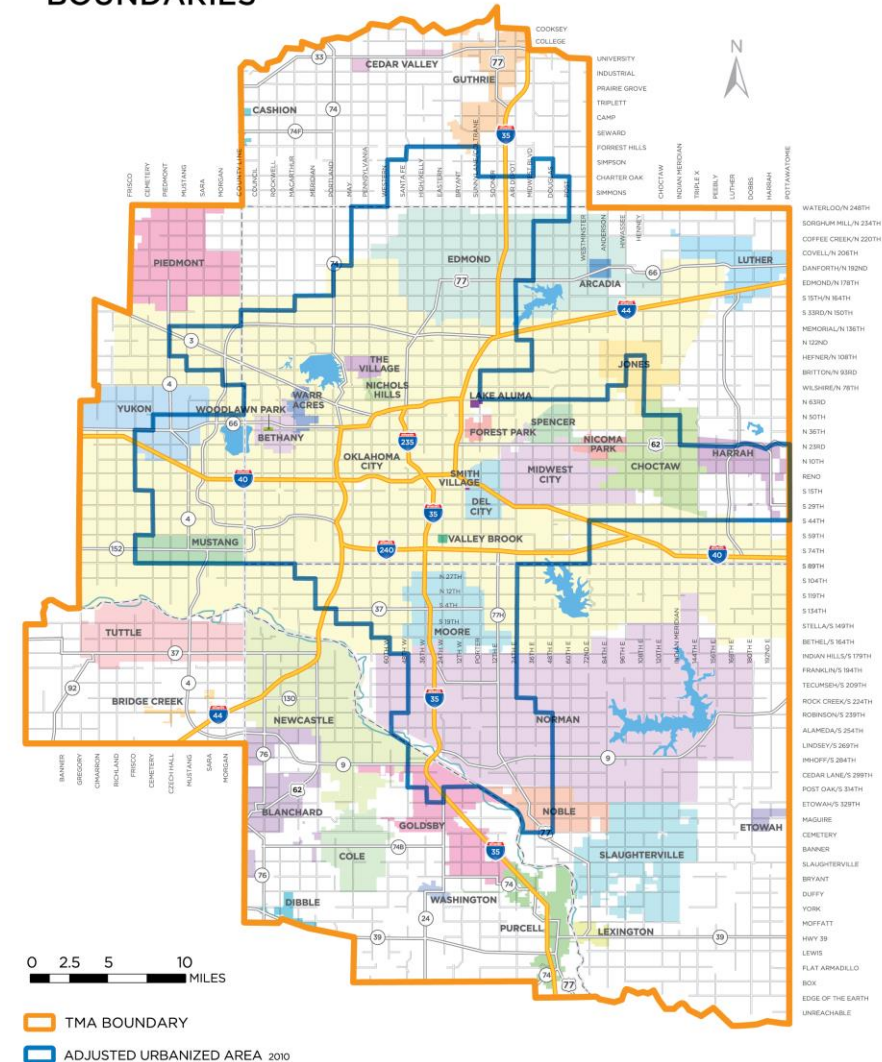
APPLICANT ELIGIBILITY

- Projects must be located in the adjusted urbanized area (UZA)
- Eligible entities:
 - Local governments* (towns, cities, counties)
 - Transit agencies*
 - Tribal governments
 - Public schools**
 - Non-profit organizations**

*entity must submit CY 2021 Network Monitoring Report

**with support from local municipality

TMA AND URBANIZED AREA BOUNDARIES



PROJECT ELIGIBILITY

- Bicycle Infrastructure
 - Conventional and buffered bike lanes
 - Protected bike lanes and cycle tracks
 - Shared use paths
 - Recreational trails
- Pedestrian Infrastructure
 - Sidewalks
 - ADA enhancements
 - Safe road crossings
- Other
 - Road diets
 - Bicycle/pedestrian tunnel
 - Bicycle/pedestrian bridge
 - Bicycle/pedestrian signalization
 - Shared micromobility (capital costs)

PROJECT REQUIREMENTS & RECOMMENDATIONS

- Project sponsors are required to issue a press release upon completion of project
- ACOG recommends using best design practices for TAP projects
 - View the [ACOG Facility and Design Guidance](#) for more recommendations for both bicycle and pedestrian infrastructure
- Evaluation Metrics
 - Project sponsor must create a plan for gathering evaluation metrics to measure how successful the project is after implementation
 - ACOG recommends including an automated bicycles/pedestrian counter with each infrastructure project

SCORING CRITERIA

- Projects will be selected based on the following criteria
- A committee consisting of representatives from ACOG, ODOT, and other partners will evaluate and score all applications

CRITERIA	MAXIMUM POINTS
Regional Importance	10
Safety & Design	15
Barriers	10
Connectivity	20
Community Involvement	5
Consistent Planning	10
Equity & Options	10
Project Readiness	10
Funding	10
TOTAL POINTS AVAILABLE	100

REQUIRED DOCUMENTS

- Project location map
- Signed letters of support
- Preliminary cost estimate
- Signed maintenance plan
- Detailed timeline
- Plan for gathering evaluation metrics
- Adopted resolution
- Scoring criteria worksheet
- ODOT scoping and site plan forms

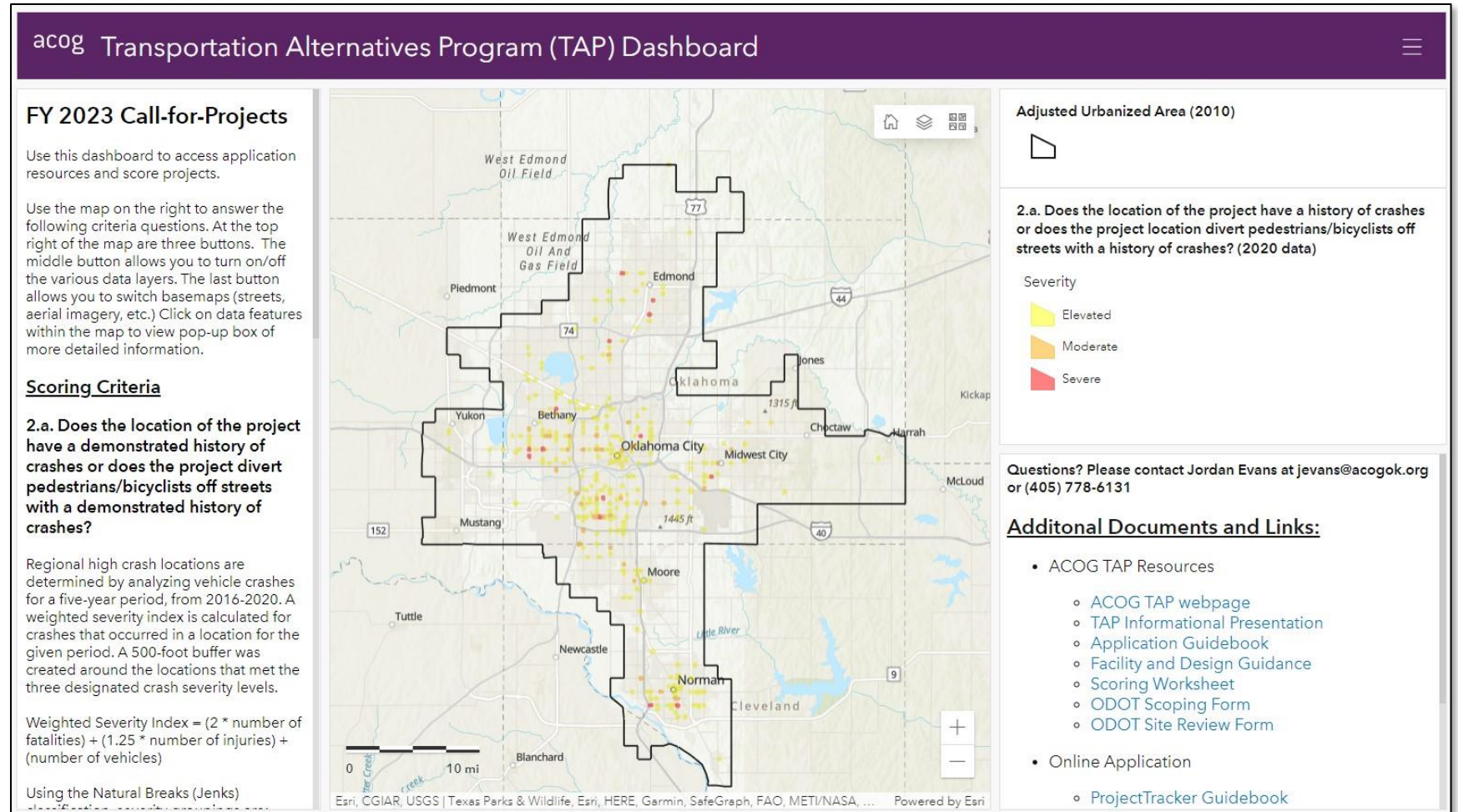
POLICIES

All submitted projects must comply with the following:

- Be consistent with the Metropolitan Transportation Plan (MTP)
- **Local match funds** and other local expenses associated with the project shall be documented
- No one entity may receive more than 56% of the region's funds
- Project sponsors must follow all ODOT requirements for consultant selection, right-of-way acquisition, environmental clearance, and project letting.

LINKS

- [ACOG TAP Webpage](#)
- [TAP Application Guidebook](#)
- [TAP Informational Presentation](#)
- [TAP Dashboard](#)
- [Pre-Application](#)



QUESTIONS?

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The ACOG logo is displayed in a bold, orange, sans-serif font. It is positioned in the upper left area of the slide, above the main title. The background features several large, overlapping orange and yellow geometric shapes, including triangles and parallelograms, creating a modern, abstract design. A horizontal band with a fine, light gray diagonal line pattern runs across the bottom of the slide.

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SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG-UZA)

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STBG-UZA OVERVIEW

- Surface Transportation Block Grant – Urbanized Area Program
 - Federally authorized formula funding allocated to the Oklahoma City Metropolitan region
 - Based on the population of the Oklahoma City and Norman UZAs
- STBG-UZA Program Procedures [Document](#)
 - Calls for evaluation criteria to score and prioritize projects for programming
 - Ensures that the region develops a fiscally constrained Transportation Improvement Program (TIP)

FUNDING AVAILABLE

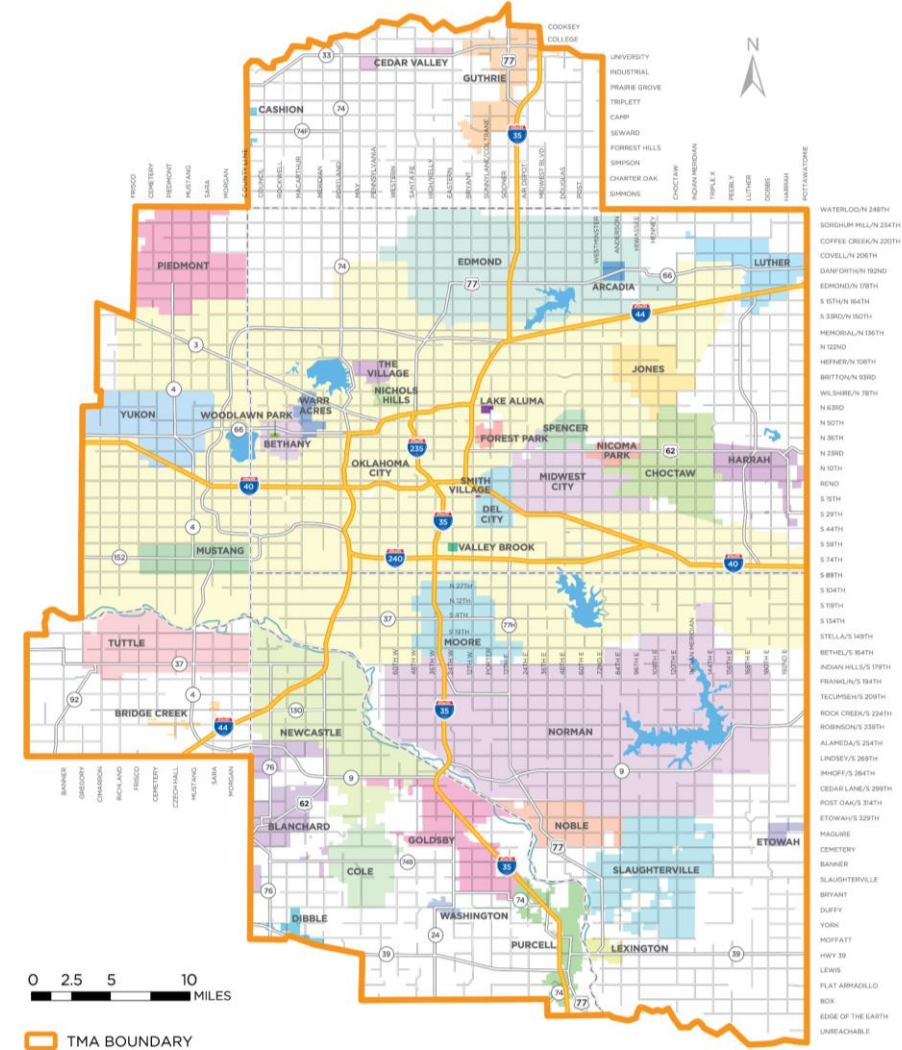
- Approximately \$24 million will be available
 - 20% local match is required
- 10% of STBG-UZA is set aside for safety projects
 - Safety projects can be funded at 100%
 - Must have had at least one preventable crash (unless located in a school zone)
 - No local match is required for safety projects
- 10% cap on transit projects and a 10% cap on bike/ped projects (not a set aside)

ELIGIBILITY

- Eligible entities:
 - Local governments* (towns, cities, counties)
 - Transit agencies*
 - Tribal governments
- Projects must be located on a functionally classified road (all bridges eligible)
- [STBG Dashboard](#)

*entity must submit CY 2021 Network Monitoring Report

ACOG TMA BOUNDARY



PROJECT ELIGIBILITY

WIDENING

- Addition of travel lanes, turn lanes, or widening of existing travel lanes
- Project results in an increase in vehicle capacity
- Includes the widening of any bridges associated with the roadway improvement and railroad/highway grade separations associated with a widening project

NEW CONSTRUCTION

- Construction of a roadway on a new alignment
- Existing alignment on which no road surface has previously existed
- Includes new bridge and intersection construction, if applicable

PROJECT ELIGIBILITY CONTINUED

INTERSECTION

- Widening at an intersection for turning lanes, installation of traffic signals, improving sight distances, signal synchronization, ITS, improvements on approaches to intersections, and installation of barrier curbs
- Intersection is defined as extending 500 feet from the intersection of the centerlines OR 450 feet from the stop bars for each leg of the intersection, whichever is greater

RESURFACING, RECONSTRUCTION, REHABILITATION, RESTORATION

- Overlays with a minimum of an 8-year life as required by ODOT on existing pavements plus addition of material to bring shoulders to grade
- Includes bridge resurfacing, reconstruction, rehabilitation, or restoration associated with a roadway improvement or intersection resurfacing

PROJECT ELIGIBILITY CONTINUED

BRIDGES

- Replacement of a structurally deficient or functionally obsolete bridge
- Rehabilitation of an existing bridge

BICYCLE AND PEDESTRIAN FACILITIES/PROJECTS

- Pedestrian walkways, bikeways, bike paths, and bike routes that are physically separated from motorized traffic by an open space or barrier
- Located within the roadway right-of-way or separate right-of-way, and intended principally for transportation rather than recreation
- Independent bicycle project may include construction of bicycle facilities, signage, pavement markings, and bicycle parking facilities

PROJECT ELIGIBILITY CONTINUED

TRANSIT

- Procurement of transit vehicles
- Exclusive lanes for transit/HOV
- Park-and-ride lots
- Signal preemptions for transit/HOV

CARPOOL & VANPOOL

- Administration

PROJECT ELIGIBILITY CONTINUED

SAFETY PROJECTS (100% STBG-UZA funding)

- Traffic lights and control signalization
- Pedestrian signals, pedestrian crosswalks, raised reflective pavement markers, school zones and school zone markings
- Traffic circles (roundabouts), safety rest areas, pavement markings
- Commuter carpooling and vanpooling, rail-highway crossing closure
- Installation of traffic/warning/guide signs, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles
- Priority control systems for emergency vehicles or transit vehicles at signalized intersections

SCORING CRITERIA

ENCOMPASS 2045 GOALS	SCORING METRIC	WIDENING	NEW CONSTRUCTION	INTERSECTION/SAFETY	R, R, R & R	BRIDGES	BIKE/PED	TRANSIT	SAFETY (100% FED)
Connectivity	Integrates multiple transportation modes	15	15	5	5	10	30	15	
	Leverages other investments	5	5	5	5	5	5	5	
Economic Strength	Supports a regional activity center	10	20	5	5	5	20	15	5
Equity & Options	Provides options for Environmental Justice (E.J.) areas or underserved communities	5	10	5	5	5	15	20	5
Healthy Communities	Improves air and water quality	10	15	10	5	5	10	10	

ENCOMPASS 2045 GOALS	SCORING METRIC	WIDENING	NEW CONSTRUCTION	INTERSECTION/SAFETY	R, R, R & R	BRIDGES	BIKE/PED	TRANSIT	SAFETY (100% FED)
Performance	Addresses areas of high Volume to Capacity Ratio	20	10	15	5	5	5	5	25
	Addresses congested or unreliable corridors	5		5	5	5		5	5
	Contains strategies that reduce travel time delay	20	20	25	5		5	10	10
Safety & Security	Addresses safety at high crash severity locations	10	5	25	10	10	5	10	50
System Preservation	Improves infrastructure condition				50	50	5	5	
HIGHEST POSSIBLE SCORE		100	100	100	100	100	100	100	100

POLICIES

All submitted projects must comply with the following:

- Included in, or be consistent with, the Metropolitan Transportation Plan (MTP)
 - Major projects (capacity, reconstruction, or bridge) must be in the MTP
- **Local match funds** and other local expenses associated with the projects will be available
- Environmental clearance, right-of-way acquisition, and utility and encroachment clearance (for construction projects) have been, or will be, accomplished within the federal fiscal year that the STBG-UZA funds are made available for obligation (approved by ODOT and FHWA)

POLICIES CONTINUED

All submitted projects must comply with the following:

- Maximum amount of STBG funds authorized per project shall be capped at \$7,500,000
- No one entity may receive more than 56% of the region's funds
- No entity shall submit more than 10 projects
- No project can exceed the engineering estimate (plus inflation) amount stated in their application nor request an amendment to exceed that amount
 - **All project cost overruns will be borne by the sponsoring entity**

COMPLETE STREETS

- All STBG-UZA projects must be in compliance with the ACOG Complete Streets Policy
- Several project types are exempt from the policy such as resurfacing and safety projects
- Projects that are not in compliance and not exempt from the policy **will not receive funding**
- Read the [ACOG Complete Streets Policy](#) for a complete list of requirements and exempt project types

REQUIRED DOCUMENTS

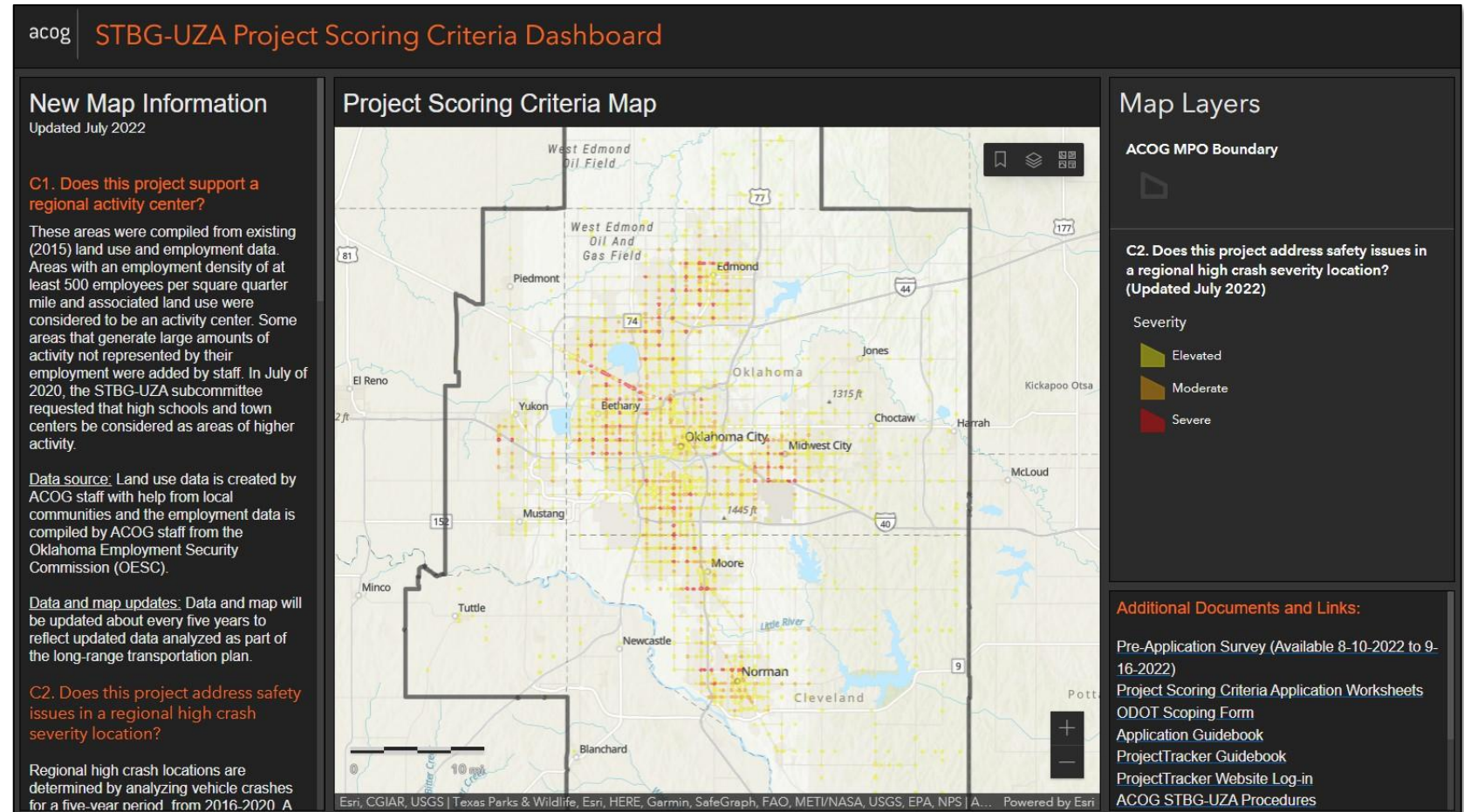
- **ProjectTracker application** form for each project
- **Programming Resolution** (with original signatures or a certified copy) adopted at a public meeting which describes the location of the project, type of improvement, total project cost, and source(s) of funds
 - Resolutions should note that projects are capped at the initial estimate plus inflation
 - Sample resolutions are available upon request
- The appropriate **Project Rating Worksheet** for each application
- **Itemized cost estimate** (construction costs only) for each project
 - Signed, stamped, and prepared by a registered professional engineer
 - Dated within 6 months of the application submission deadline
 - Costs associated with engineering, right-of-way acquisition, and utility relocation are not eligible

REQUIRED DOCUMENTS CONTINUED

- **Map** showing location, termini, street name(s), north arrow, and the names of nearby major streets
 - Projects may be mapped in or uploaded via a shapefile or KML file to ProjectTracker
- **ODOT Scoping Form**
- Complete Streets Exception Form (if applicable)
- Any supporting documentation listed in the STBG Grant Application Guidebook that supports the project score on the Project Rating Worksheet:
 - Traffic counts
 - PCI or pavement coring sample results
 - Bridge sufficiency ratings
 - Applicable crash data

LINKS

- [STBG Dashboard](#)
- [Pre-Application](#)



PROJECT SUBMISSION PROCESS

SUBMISSION PROCESS

FOR STBG-UZA & TAP

- [Pre-Application](#) required by September 16
- All applications must be completed online
 - [ProjectTracker](#) (formerly known as eTracker)
 - [ProjectTracker Guidebook](#)
- All applications must be submitted no later than 4 p.m. on **Monday, October 31, 2022**

SUBMISSION PROCESS CONTINUED

FOR STBG-UZA & TAP

- ProjectTracker training
 - Wednesday, August 31 at 1:30 p.m.
 - Virtual
 - Session will be recorded
- All project sponsors who will be submitting an application are required to attend the virtual training webinar before receiving a ProjectTracker login

PROJECT APPROVAL

FOR STBG-UZA & TAP

- Staff will present project recommendations to ACOG committees in February 2023 (tentative)
- Once project selections are approved by the ACOG MPO Policy Committee, awarded projects will then be passed on to ODOT for administration

QUESTIONS?

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