



Tools to Increase Biking and Walking

Advocacy **Advance**



Tulsa Regional Federal Funding Profile

Navigating the transportation funding process, especially the federal funding process, can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts which determine how decisions get made. To understand the system, it is helpful learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Tulsa, Oklahoma. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402).

Transportation Alternatives Program (TA)

MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives (TA). Funding for the Recreational Trails Program is taken off the top, then remaining TA funding is divided up into two equal pots: 50% will be distributed by the state DOT through a competitive grant process and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT’s grant process.

When is your TA call for proposals and application deadline? When is the state’s call for proposals and application deadline?

The Indian Nations Council of Government (INCOG) timeline will be as follows for Tulsa Urbanized Area projects that may be funded in FY2015-2016:

Date	Action
Friday, March 15, 2013	Application Cycle Opens
Tuesday, April 30	Applications Due to INCOG by 5:00pm
Wednesday, June 19	INCOG staff present project recommendations to the Transportation Technical Committee
Wednesday, June 26	Transportation Policy Committee recommends projects to INCOG Board of Directors
Tuesday, July 9	INCOG Board of Directors approves project selection

Are you doing a separate SAFETEA-LU call for proposals?

No call for projects from SAFETEA-LU because the Oklahoma Department of Transportation (ODOT) has already given us projects “above the cut line” that we will fund from FY 2013-2014

Has the TA application been written?

Yes, it is in draft form and is set to be adopted by our Policy Committee on February 27.

What are the selection criteria?

Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?

Not explicitly, but it would be difficult for a environmental mitigation or boulevard project to compete given the selection criteria.

Will the selection process prioritize a few large projects or more, smaller projects?

We have two funding categories, projects less than \$75,000 federal share and projects from \$75,000-\$500,000 federal share. We are targeting \$200,000 for projects under \$75k, and \$2.0 Million for those over \$75k.

Who sits on the selection committee?

There is not a separate selection committee for TA projects. Staff reviews & recommends projects to the Transportation Technical Committee, which then forwards the recommendations for approval to the Transportation Policy Committee.

Are bicycling/walking advocates included as part of the selection committee?

There is a Bicycle/Pedestrian representative on the Transportation Policy Committee.

Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

Is funding distributed into distinct funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?

There is a competitive process for all eligible projects under the STP program. No categorical funding targets are made. Projects simply are ranked based on the **selection process**.

<http://www.incog.org/Transportation/documents/SurfaceTransportationProgram2014.pdf>

What is the project selection process?

INCOG staff takes applications from cities in the urbanized area (UZA) and ranks the projects based on quantitative and qualitative criteria. Then projects are recommended to the Transportation Technical Committee, which subsequently recommends projects to the Transportation Policy Committee and the INCOG Board.

Who sets the project selection policy?

There is a sub-committee of the Transportation Policy Committee that examines the policy for transportation funding.

Who makes funding decisions/selects projects?

The Transportation Policy Committee recommends projects to the INCOG Board for approval.

What does the project application look like? How was it written? Do good bike/ped projects score well?

The project application can be found here:

<http://www.incog.org/Transportation/documents/SurfaceTransportationProgram2014.pdf>

Who rates the applications?

INCOG Staff rate the projects.

Who administers the projects?

The Oklahoma Dept. of Transportation Local Government Division administers the projects through a project agreement with the local government.

What is the timeline for project selection? Key dates for application and selection?

The project window typically opens in June and projects are approved in September. Below is a typical schedule.

Activity	Target Date
Solicit Applications	Friday, June 10, 2011
Applications Due	Friday, July 29, 2011
Preliminary List to Technical Committee	Wednesday, August 17, 2011
Preliminary List to Policy Committee	Thursday, August 25, 2011
Approved List to INCOG Board	Thursday, September 8, 2011

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion.

See our Advocacy Advance report on CMAQ: http://www.advocacyadvance.org/docs/lab_cmaq.pdf

FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds:

<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

Where are the non-attainment areas in your state?

Currently Oklahoma has no non-attainment areas. However, Tulsa has violated the 3-year design values for ground level ozone and could face non-attainment designation, pending EPA acting upon the revised standard.

Who sets project selection policy?

INCOG and the Association of Central Oklahoma Governments (ACOG) each receive \$650,000 annually from ODOT for the CMAQ program. INCOG staff recommends projects to the INCOG Board, who approve the projects for which the \$650,000 allocation is spent. The remaining \$10.4 million for the state of Oklahoma is decided by the ODOT.

What is the project selection process?

The program is primarily focused on air quality improvements, thus funds are spent on transit, the Ozone Alert! Program, and Green Traveler (carpool).

Who makes the project-selection decisions?

INCOG staff recommends projects to the Board.

When are programming decisions made?

Annually before the beginning of the Fiscal Year in July

Can good bike/ped projects compete for funds?

The focus of the program is on congestion relief and air quality improvements. However, good bicycle projects, such as the \$50,000 bike rack project and the Community Cycling Project do compete well.

Funding History

\$50,000 for bike racks in Tulsa (one-time project)
\$5,000 annually for Tulsa Hub Community Cycling Project
\$250,000 annually for Tulsa Transit
\$250,000 annually for CNG fuel conversion
\$50,000 annually for Green Traveler Program
\$100,000 annually for Ozone Alert! Program

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:

http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf

Are bicycle and pedestrian safety identified as emphasis areas in your state’s Strategic Highway Safety Plan?

Bicycle & pedestrian safety are not identified as ODOT emphasis areas in the 2007 Oklahoma Highway Strategic Highway Safety Plan.

Have state HSIP funds been allocated to bicycle and pedestrian safety at a “fair share” in proportion to fatalities?

http://ok.gov/ohso/documents/2011FB_Pedalcycle.pdf

What are the project selection criteria?

Unknown, but the link to the grants is here:

http://ok.gov/ohso/Grants_and_Program_Areas/Grant_Information/Grant_Application/index.html

Who sets the project selection criteria?

The Oklahoma Highway Safety Office (OSHO)

Who makes the project selections?

The Oklahoma Highway Safety Office (OSHO)

When are the proposals and decisions made?

Applications for FY 2014 will be accepted from February 4, 2013 through February 28, 2013.

Section 402 – State and Community Highway Safety Grants

Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as: Comprehensive school-based pedestrian and bike safety education programs; Helmet distribution programs; Pedestrian safety programs for older adults; Training in use of pedestrian and bicycle design guidelines; Community information and education programs; Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”; Public information for school zone and crosswalk safety; Public information about older adults and impaired pedestrian.

Which agency administers 402 grants?

Oklahoma Highway Safety Office (OHSO)

What is the selection process?

It starts with an application. There are various review levels internally with staff. “Bottom line: director makes the decision.”

Who makes the selection decisions?

The Oklahoma Highway Safety Office (OHSO)

When are applications accepted?

Applications for FY 2014 will be accepted from February 4, 2013 through February 28, 2013.

What else do we need to know?

Bike/ped safety is a “primary program area.” But they haven’t made any grants because there were no bike/ped applications in past years. Applications would be welcome.

402 Resources:

http://ok.gov/ohso/Grants_and_Program_Areas/Grant_Information/

The Oklahoma Highway Safety Office is conducting a two hour training course to familiarize current and prospective grantees with the new "OKGrants" grant management system.

<https://grants.ok.gov/Login2.aspx?APPTHEME=OKOSF>

General questions

Who owns the majority of the roads?

In the urban areas of Oklahoma, municipalities own the majority of lane miles in the state. The state DOT only maintains state-signed routes, and counties maintain only what is not within municipalities.

How are the non-federal matching funds paid for?

Usually with city sales taxes collected for capital improvements and set-aside for matching federal grants.

Documents

Safety plans:

None at the MPO level. City of Tulsa just completed a draft Pedestrian Safety Action Plan the last week of January 2013.

Clean air policy:

INCOG is currently working on the Ozone Advance program application as a voluntary effort to improve air quality for cities that are in attainment.

Transportation Improvement Program/State Transportation Improvement Program

2013-2016 TIP <http://www.incog.org/Transportation/documents/TIP20132016.pdf>

Contacts

State Bicycle & Pedestrian Coordinator: Larry Willis, ODOT, lwillis@odot.org, (405) 522-4085

Transportation Improvement Program (TIP): Viplav Putta, INCOG, vputta@incog.org (918) 584-7526

Statewide TIP (STIP): Dawn Borelli, ODOT, dborelli@odot.org, (405) 521-6433

Surface Transportation Program: Viplav Putta, INCOG, vputta@incog.org (918) 584-7526

Congestion Mitigation and Air Quality: Viplav Putta, INCOG, vputta@incog.org (918) 584-7526

Highway Safety Improvement Program: Jay Wall, jwall@dps.state.ok.us, (405) 523-1583

Section 402 safety grants: Jay Wall, jwall@dps.state.ok.us, (405) 523-1583

Safe Routes to Schools: Ernestine Mbroh, ODOT; embroh@odot.org (405) 522-3570

Transportation Alternatives: James Wagner, AICP, INCOG, jwagner@incog.org, (918) 579-9447

Regional Bicycle and Pedestrian Coordinators: James Wagner, AICP, INCOG, jwagner@incog.org, (918) 579-9447