

# **Transportation Alternatives Program**

## **Guidance & Application Packet**

**2026 Edition**



**OKLAHOMA**  
**Transportation**

## Table of Contents

### Contents

1. Program Background.....	4
a. Introduction .....	4
b. Legislative History .....	4
c. Performance Management .....	4
2. Program Structure .....	5
a. Funding.....	5
b. Local Match .....	6
c. Funding Limitations and Availability .....	6
d. Project Timeline .....	6
e. Eligible Entities.....	7
f. Eligible Projects and Activities .....	7
g. Ineligible Projects and Activities .....	8
3. Program Requirements.....	9
a. Compliance with Federal and State Requirements .....	9
b. Minimum Project Requirements.....	10
4. TA Application and Selection Process Overview .....	11
a. Call for Projects.....	11
b. Application Process.....	11
c. MPO Contacts.....	12
d. Required Documents.....	12
e. Project Submission and Selection Process.....	12
f. Important Dates and Deadlines .....	13
g. Oklahoma Transportation Contacts and Resources .....	13
5. Oklahoma Transportation TA Program Project Scoring Process .....	13
a. Introduction and Process.....	13
b. Project Scoring Criteria .....	14
Appendix A .....	188
Appendix B .....	20
Appendix C .....	21
Appendix D .....	22
FAQ's .....	<b>Error! Bookmark not defined.</b> 3

## **Transportation Alternatives Program Guidance & Application Packet**

This document is intended to be used as a guide for potential Transportation Alternatives (TA) program applicants. This document includes information on Oklahoma's TA program structure, project scoring and selection criteria, eligibility requirements, and application process. If you have any questions about the contents within this document, please contact:

**Matt VanAuken**

Transportation Alternatives Program Manager  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105  
Phone: (405) 436-3734  
Email: [mvanauken@odot.org](mailto:mvanauken@odot.org)

## 1. Program Background

### a. Introduction

The Transportation Alternatives (TA) program provides funding for projects and programs defined as transportation alternatives that advance non-motorized transportation opportunities, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, historic transportation preservation, environmental mitigation and vegetation management activities; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TA continues to build upon the legacy of the Transportation Enhancements (TE) and Safe Routes to Schools (SRTS) programs by providing funding opportunities for local projects that support additional transportation options, strengthen local economies, improve quality of life, protect the natural environment, and enhance transportation infrastructure.

### b. Legislative History

The **IIJA** Act replaced TA with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TA, encompassing a variety of transportation projects that prioritize safety, comfort, and connectivity to destinations for all people who use the street network such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TA provides funding for programs and projects defined as transportation alternatives, replacing the funding from pre- FAST act programs including TE, Recreational Trails Program (RTP), and SRTS, wrapping them into a single funding source.

### c. Performance Management

A significant part of the reforms made by MAP-21 included transitioning to a performance-based program, including establishing national performance goals for Federal-aid highway programs. The IIJA Act supports and continues this overall performance management approach, within which states invest resources in projects that collectively will make progress toward national goals.

The Federal Highway Administration (FHWA) encourages state DOTs to develop creative approaches to program administration and project implementation procedures. The development of a competitive process for TA funds is an opportunity to develop transparent project solicitation, prioritization and selection processes. ODOT expects this method to deliver high project quality, and infrastructure improvements that are supported by local, regional and state transportation planning efforts.

## 2. Program Structure

Included in the following information is a summary of the FHWA TA Guidance. For more information, please visit the following FHWA website:

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/ta\\_guidance\\_2022.pdf](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf)

### a. Funding

The **IIJA** Act provides a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TA, encompassing a variety of transportation projects that prioritize safety, comfort, and connectivity to destinations for all people who use the street network such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, boulevards, and environmental mitigation related to stormwater and habitat connectivity as well as allowing projects eligible under the Recreational Trails Program(RTP) to be eligible under TAP.

States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The IIJA Act also newly allows each urbanized area of this size to use up to half of its sub allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects). **All applicants regardless of population will be eligible for the statewide TAP program under the Flex category. Applicants that are under 15,000 population that fall within the ACOG/INCOG adjusted urbanized boundaries are eligible to apply for statewide funding in whichever population category they fall. All applicants will be limited to 2 applications per cycle.**

Oklahoma's TA Funding level is determined by the state's proportionate share of the national total from FFY 2026 TE funding. Additionally, Oklahoma has also elected to continue the Recreational Trails Program, which is administered by the [Oklahoma Department of Tourism](#)

Under the IIJA ACT, the suballocation apportionments are shown in Appendix E. The categories for participation are based on populations from the 2020 census. The sub-allocated funds are divided into four categories based on population:

- Urbanized areas with populations  $\geq 200,000$
- Areas with populations  $\geq 50,001$  and  $< 200,000$
- Areas with populations  $\geq 5,001$  and  $< 50,000$
- Areas with populations  $\leq 5,000$
- **Flex – these funds can be used in any of the areas above.**

Applicants within the ACOG and INCOG boundaries should work with their respective MPO and ODOT contact to accurately determine eligibility for statewide funding.

Counties will use their unincorporated population to determine what category to apply under.

**Recommended** federal fund request per project based on population category is as follows.

1. Urbanized areas with populations  $\geq 200,000$  (**See COG rules**)(1.2 million per project under the flex category)
2. Areas with populations  $\geq 50,001$  and  $< 200,000$  (**1.2 million per project**)

3. Areas with populations  $\geq 5,001$  and  $< 50,000$  (**1.2 million per project**)
4. Areas with populations  $\leq 5,000$  (**700,000 per project**)

### b. Local Match

Based on 2020 census data applicants with populations of 0-5000, may apply for TA funds up to **90%** of eligible construction project costs. A local match is required to pay for **10%** of the construction project costs. Matching funds in excess of 10% are allowed and are a consideration for scoring. Federal funds cannot be used as matching funds, unless expressly permitted by law. State funds are eligible for use as match.

Based on 2020 census data applicants with populations of 5,001 or greater, may apply for TA funds up to **80%** of eligible project costs. A local match is required to pay for **20%** of the project costs. Matching funds in excess of 20% are allowed and are a consideration for scoring. Federal funds cannot be used as matching funds, unless expressly permitted by law. State funds are eligible for use as match.

**Costs incurred prior to the authorization of federal funds are not eligible project costs.**

ODOT reserves the right to reduce or adjust TA funding requests.

Please note that if an agency's application is selected for funding, the agency will enter into a City/State Funding Agreement with ODOT and will serve as the official sponsoring agency. All costs incurred during the project process are subject to Federal and state eligibility requirements.

### c. Funding Limitations and Availability

TA funds will be available for the year awarded plus three federal fiscal years. Entities awarded funds will have approximately three years from award prepare projects for ODOT letting, unless ODOT determines otherwise, or they risk forfeiture of any remaining funds for the project. Please note that the obligation of construction funds is contingent upon completion of the design phase of a project; therefore, **the design phase must be completed** within the appropriate timeframe to obligate your construction funds.

### d. Generic Project Timeline

- **Agreement – 2 months**
- **Consultant Selection to NTP – 6-9 months**
- **30% Design, QC/QA, and NEPA Submittal – 3 months**
- **NEPA (Standard) – 6-9 months (Historic District or Buildings add 6 months to a year)**
- **60-65% Design (ROW and needed for NEPA completion) – 2 months**
- **ROW Submittal and Clearance (if no new row is needed) – 1 month**
- **90% Design, QC/QA – 2 months**
- **PS&E Submittal – 2 months**
  
- **Bidding Process**

- a. PS&E Submittal – 3 months prior to letting
  - b. Award – 1 month
  - c. Contracting – 1.5 -2 months
  - d. Flex Start – 3 months ( This allows contractor to start within 3 months of contracts being signed)
  - e. The above means that a contractor may not start on a project 8.5 to 9 months after final PS&E has been submitted to the department for a letting.
- Total time to start construction on a project from start to finish is 27 to 39 months. Please take this into consideration when applying for projects that need to be done in a certain timeframe.

### e. Eligible Entities

The IIJA Act authorizes the following entities to apply for TA Program funding:

- Local governments
  - Regional Transportation Authorities
  - Transit agencies
  - Natural resource or public lands agencies
  - School Districts, local education agencies or schools
  - Tribal governments
  - A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer
  - A nonprofit entity.
  - A State, at the request of an eligible entity listed above.
- Any other local or regional governmental entity with responsibility or oversight of transportation or recreational trails that the state determines to be eligible, consistent with the goals of Subsection (c) of Section 213 of Title 23.

Please note that “**high-risk**” entities determined at ODOT’s discretion will not be awarded funds, even if they are otherwise eligible. High-risk entities include those defined by financial risk or historical lack of capacity to adequately manage Federally-funded projects

### f. Eligible Projects and Activities

The following categories of activities are eligible for funding under ODOT’s Statewide TA:

(1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) as it appeared prior to changes made by the FAST Act: The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under title 23 U.S.C., or as an independent program or project related to surface transportation: Note: TA projects are **not** required to be located along a Federal-aid highway.

Eligible projects must meet one or more of these eligibilities and must relate to surface transportation:

(A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with

Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

(D) Construction of turnouts, overlooks, and viewing areas.

(E) Community improvement activities, including:

- (i) inventory, control, or removal of outdoor advertising;
- (ii) historic preservation and rehabilitation of historic transportation facilities;
- (iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and
- (iv) archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.

(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

- (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff;1 or 1 This includes activities described in 23 U.S.C. 119(g), 328(a), and 329. Transportation Alternatives (TA) Set-Aside Implementation Guidance March 30, 2022 Page 22 of 30
- (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

(2) The recreational trails program under 23 U.S.C. 206 of title 23. (See the Recreational Trails Program section. Any project eligible under the RTP also is eligible under the TA Set Aside.)

(3) The safe routes to school program under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59) [now codified as 23 U.S.C. 208 and including]:

- Infrastructure-related projects eligible under section 1404(f)(1) [now eligible under 23 U.S.C. 208(g)(1)].
- Non-infrastructure-related activities eligible under section 1404(f)(2) [(now eligible under 23 U.S.C. 208(g)(2))].
- SRTS coordinators eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. • See Boulevards from Divided Highways for examples.

## g. Ineligible Projects and Activities

- TA Set-Aside funds cannot be used for the following activities:
- MPO administrative purposes. Exceptions:
  - o See FHWA's [Memo](#) Allocating Indirect Costs to Projects, dated September 4, 2015.
- Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3)).
- Routine maintenance and operations, except trail maintenance and restoration as permitted



under the RTP.

- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose.

\*This is not a comprehensive list. If you have any questions or concerns, please contact the State TA Program Coordinator, or your regional representative at your local MPO.

### 3. Program Requirements

Since the Statewide TA is a part of the Federal-aid highway program, awarded projects are subject to certain Federal laws and regulations. The following is a list of the basic eligibility requirements that all ODOT TA projects **must** meet.

#### a. Compliance with Federal and State Requirements

- Involvement of the public, including any adjacent property owners, in the development of the project.
- Compliance with the Uniform Relocation Property Assistance and Real Property Acquisition Policies Act (the Uniform Act) for the acquisition of easements or the purchase of land in fee simple, as defined by 23 CFR 710. This includes fair treatment practices and may include the completion of an appraisal on parcels to be acquired. This requirement applies whether or not federal funds will be used for the acquisition costs.
- National Environmental Policy Act (NEPA) 23 CFR 771. (See following page for further NEPA guidance) This requires verification the project is not harmful to the environment in the following areas:
  - Noise - impacts of noise during and after construction
  - Air Quality – impacts to air quality
  - Cultural Resources - disturbances to areas of archaeological or historical significance. Properties proposed for rehabilitation or preservation must be eligible for or on the list of the National Register of Historic Places. (Section 106 of the National Historic Preservation Act)
  - Water Quality - impacts to water quality
  - Wetlands - impacts to wetlands
  - Floodplains - impacts to regulatory floodways or to a 110-year floodplain
  - Farmland Protection - impacts to surrounding farmland
  - Hazardous Waste Sites - location of and impacts to hazardous waste sites
- Americans with Disabilities Act (ADA). Projects must conform to the Americans with Disabilities Act, which allows for reasonable access to the project for persons with disabilities.
- Disadvantaged Business Enterprises (DBE). Verification must be received that efforts have been made to solicit bids from disadvantaged business enterprises.
- Other required federal special provisions.
- Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.
- Competitive bidding requirements. Construction projects are required to be let through ODOT unless otherwise approved.
- Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits,

inspections, or other approvals that may be required as a result of the activities proposed as part of the project.

### National Environmental Policy Act (NEPA)

This act requires Federal agencies to disclose and consider, through an Environmental Assessment and, sometimes, through an Environmental Impact Statement, any significant effect a project may have on the environment (including cultural, natural, social and historical resources).

Except in unusual circumstances, a TA project will be processed as a categorical exclusion (CE). A CE does not mean that no environmental work is required, only that there is not a significant environmental effect; therefore, less documentation is required.

### Section 4(f) of the U.S. Department of Transportation Act

The FHWA cannot approve a project that uses land from a Section 4(f) resource (publicly owned parks, recreation areas, wildlife and waterfowl refuges, and national, state, or local historical sites) unless the Project Sponsor is also the owner/administrator of the park, or FHWA determines that no feasible alternative exists. In such a case, all efforts must be made to minimize harm to the resource. Note that this Section does not apply to restoration, rehabilitation or maintenance of historic transportation facilities if the work does not adversely affect the resource's historic qualities.

### Section 106 National Historic Preservation Act (NHPA) of 1966

Federal agencies are required to consider the potential effects of a project on a property that is listed in or eligible for the National Register of Historic Places.

### Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, As Amended

This act provides requirements in the real property acquisition and provides for relocation payments. Note that all TA projects are subject to the Act except those that do not involve acquisition of additional property or relocations.

### Brooks Act

Federally assisted consultant contracts for engineering and related design services must use qualification-based selection procedures, which disallow price as a factor in the selection process. Note that Oklahoma's procedures mirror the Brooks Act.

### Competitive Bidding

Construction projects must be advertised and awarded to the lowest responsible and responsive bidder through open competitive bidding.

**This is not a comprehensive list.** Federal requirements should be discussed with the state TA Project Manager(s), or your regional representative at your local MPO. The IIJA Act requires that projects funded by the TA must be carried out under the same rules and procedures as a highway project on a Federal-aid highway.

## **b. Minimum Project Requirements**

In addition to the above requirements, applicants for TA funds **must** meet the following minimum requirements:

- The Sponsoring Agency and the proposed activity or project **must** meet the program's eligibility requirements.
- The Sponsoring Agency **must** provide a Resolution of Project Sponsorship indicating proof of local match (according to funding criteria) commitment to operating and maintaining the

proposed project for the useful life of the project, and availability of funds in the agency's budget to pay all matching costs at the time of invoice. [Appendix A](#) –

- The Sponsoring Agency **must** submit letter(s) of support from the jurisdiction(s) that has ownership over the affected right(s)-of-way. This requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring entity.
- The Sponsoring Agency **must** submit letter(s) of support from the ODOT Field Division Engineer when the project includes any portion of an ODOT owned facility.
- The Sponsoring Agency **must** submit a basic map identifying the location of the proposed project.
- The Sponsoring Agency **must** submit a formal cost estimate for the project completed by a licensed architect, landscape architect, or engineer. A list of ODOT Pre-Approved Engineering Firms can be sent upon request.
- Sponsoring Agencies **will not** be reimbursed for any costs incurred prior to the execution of the City/State Funding Agreement.

## 4. TA Application and Selection Process Overview

The goal of ODOT's TA project selection process is to encourage and reward efforts that meet and exceed the minimum program requirements listed above.

### a. Call for Projects

The intent of the call for projects is to allow ODOT's TA Project Managers time to meet with Sponsoring Agencies in order to review proposed TA projects and applications, and provide recommendations and guidance prior to the application process. All Sponsoring Agencies are strongly encouraged to register and submit a Call for Projects Form, found on the ODOT TA submission [website](#).

Preliminary Application for TA projects will run from **October 1st – December 31<sup>st</sup>, 2025**.

### b. Application Process

If a Sponsoring Agency is located within an MPO's Urbanized Area (UZA) [Appendix D](#), the agency should work with the MPO staff to ensure that the project meets the minimum requirements listed in the previous section, as well as discuss engineering estimates, project phasing, the agency's familiarity project maintenance, whether the agency has previously had difficulty meeting deadlines for Federal or state-funded projects, and other items as needed. **Full applications will only be accepted from those sponsors who fill out a preliminary application.**

## c. MPO Contacts

### Association of Central Oklahoma Governments (ACOG)

Jennifer Sebesta

[jsebesta@acogok.org](mailto:jsebesta@acogok.org)

Transportation Planning Services (TPS)

Division Manager

Phone: 405-234-2264

### Indian Nations Council of Governments (INCOG)

Braden Cale

[bcale@incog.org](mailto:bcale@incog.org)

Transportation Programs

Coordinator |

2 West 2nd Street, Suite

800 | Tulsa, OK 74103

Phone: 918.579.9419

## d. Required Documents

All applicants **must** submit the following documents as part of the TA application packet:

- TA Call for Projects/Final Application
- Resolution of Project Sponsorship indicating proof of match, maintenance and budget capabilities from sponsoring agency [Appendix A](#)
- Letter(s) of Support
- Cost Estimate and Match/Share Breakdown from a licensed engineer, architect, or landscape architect
- Basic map(s) of the project location

## e. Project Submission and Selection Process

Consistent with other Federal-aid highway programs, TA funds are administered by ODOT. TA funds **must** be used for eligible projects that are submitted by eligible entities and selected through a competitive process (23 U.S.C. 213(c)(4)(A)). Federal TA requirements do not establish minimum standards or procedures for the competitive process. The project scoring and selection process is conducted by a Transportation Alternative Advisory Committee (TAAC) appointed by the Local Government Division Engineer.

For areas throughout the state outside of the Large Urbanized Areas, sponsoring agencies **must** submit their completed application packets through the ODOT TA submission [website](#). **Email submissions will not be accepted.**

**Deadline** — all Call for Projects must be received by ODOT no later than Friday, December 31<sup>st</sup>, 2025 at 4:30p.m. CST.

All application packets submitted to ODOT for inclusion in the statewide competitive selection process will be scored by the Transportation Alternative Advisory Committee and according to the criteria listed in this Guide. **Incomplete application packets will not be accepted.** Project funding is limited by the total TA Program allocation, as well as the sub-allocations to the population areas, which ODOT is required by FHWA to meet.

After the Transportation Alternative Advisory Committee meets and selects projects and funding awards, the Local Government Project Manager(s) will send out agreements to the Project Sponsors of the selected projects. ODOT will also provide the applicants and their respective MPOs or RTPOs (if applicable) with information on the selected projects.

## **f. Important Dates and Deadlines**

<b>Date</b>	<b>Activity</b>
<b>October 1st</b>	Call for Projects Form opens. TA Website will be live with Application Guidance and Required Documentation information.
<b>October 1, 2025 – December 31<sup>st</sup> 2025</b>	Call for Projects Form is open. Once a TA Project Call for Project form is submitted, ODOT Project Managers will schedule, conduct and provide feedback to Sponsors from site review and/or project review session.
<b>January 1, 2026</b>	The TA Application Form will be live for Sponsor Agencies to submit Final Application.
<b>January 31<sup>st</sup>, 2026</b>	FINAL Applications are due.
<b>February 1<sup>st</sup> – May 1<sup>st</sup>, 2026</b>	Application scoring period.
<b>June/July 2026 ODOT Commission Meeting</b>	ODOT will announce final project selections and awards.

## **g. Oklahoma Transportation Contacts and Resources**

For more information on the Department's Transportation Alternatives Program, interested applicants should contact:

---

**TA Program Manager**  
Local Government Division  
**Matt VanAuken**  
[MVanauken@odot.org](mailto:MVanauken@odot.org)  
Phone: (405) 436-3734

# **5. Oklahoma Transportation TA Program Project Scoring Process**

## **a. Introduction and Process**

ODOT developed the following TA project scoring and selection criteria using input from various stakeholders and partners.

Once submitted, all applications will go through a multi-phase review process. During this process, the applications are screened for accuracy and completeness before being evaluated based on the supplemental materials provided by the applicant. All applications should contain detailed information that promotes the needs and benefits associated with the proposed

project(s).

### **b. Project Scoring Criteria**

Points will be awarded on the technical aspects to determine the need and quality of the project and its potential to strengthen the state's transportation system for users of all ages and abilities. This assessment evaluates projects based upon perceived strengths and weaknesses, project readiness, accuracy of estimate and schedule, appropriateness of scope, potential obstacles, experience with the Project Sponsors.

#### Pedestrian & Bicycle / Non-Motorized Transportation Projects

##### Pedestrian & Bicycle

Construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.). Project examples include, but are not limited to:

- New or reconstructed sidewalks, walkways, or curb ramps
- Bike lane striping
- Wide paved shoulders
- Bike parking and bus racks
- New or reconstructed hard surface trails
- Bike and pedestrian bridges and underpasses

##### Infrastructure related projects to provide safe routes for non-drivers

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Communities applying for TA funding in this category should consider ways to improve the ability of non-drivers to access daily needs, such as schools, clinics, libraries, markets, and public transportation.

Conversion of abandoned railway corridors to trails (Project sponsor will be required to provide proof of ownership and purchase agreement for the railroad)

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. Project examples include:

- Planning, designing, and constructing multi-use trails along a railroad right-of-way
- Major reconstructions of multi-use trails along a railroad right-of-way
- Developing rail-with-trail projects
- Purchasing unused railroad property for reuse

Community improvement activities, including:

- inventory, control, or removal of outdoor advertising;
- historic preservation and rehabilitation of historic transportation facilities;
- vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see [State](#)

DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance);

## Historic / Scenic / Streetscape Transportation Projects

### Construction of turnouts, overlooks, and viewing areas

- Note: **TA funds may not be used for the construction of visitor centers.** Additionally, funds cannot be used for marketing or promotion not related to the scenic or historic highway program, nor can they be used for the staffing, operating, or maintenance costs of facilities. TA funds also cannot be used for tourist and welcome centers.
- Note: TA funds may not be used for the sole purpose of replicating a historic building and cannot be used for the operation of historic sites.

### Historic preservation and rehabilitation of historic transportation facilities

- Restoration and reuse of historic buildings with strong link to transportation history
- Restoration and reuse of historic buildings for transportation related purposes
- Interpretive displays at historic sites
- Access improvements to historic sites and buildings
- Restoration of railroad depots, bus stations, and lighthouses
- Rehabilitation of rail trestles, tunnels, bridges, and canals

### Streetscapes, aesthetic improvements, transportation environment enhancements

- Streetscaping and/or outdoor landscaping to enhance the comfort of the traveling public
- Amenities to enhance the quality and character of the street, trail, or other transportation facility
- Improving access and traffic management for all transportation modes

## Safe Routes to School Transportation Projects

Funding will be provided for selected projects, such as improvements to sidewalks, traffic calming, pedestrian and bicycle crossing, on- and off-street bicycle facilities, secure bicycle parking, and traffic diversions. Examples of projects include:

- Crosswalk improvements
- Bicycle routes, signage, or lanes providing access to a school
- Traffic control signals improving pedestrian and bicycle safety directly related to school access

The TAAC will use the evaluations described below to assign each project a score of 0 points to 100 points. This information should be found in the application materials submitted, including proposed budget, illustrations, and text narrative—**no external research will be done, so please be complete and specific in your application materials.**

**Planning and Design** – The proposed project is clearly described with a realistic schedule and has been properly vetted through community involvement. The total point value is 0 to 15.

1. Clear and adequate project descriptions.	15
2. The project has identified safety and connectivity concerns.	
3. The proposed project provides safety to the user by incorporating multiple safety components like signage, crosswalks improvement, school zones, and RRFB's.	



4. The project has taken into consideration the community and network context.	
--	--

**Transportation Network** – The proposed project provides benefits to users of multiple transportation modes and/or incorporates elements of more than one eligible Transportation Alternatives activity as well as provides enhancement to the existing transportation system. The total point value is 0 to 20.

<ol style="list-style-type: none"> <li>1. Projects which clearly enhance the quality or utility of existing or new transportation facilities or services. <b>Including Historic Facilities</b></li> <li>2. Linking more than one mode of transportation.</li> <li>3. Number of federal Transportation Alternative categories the proposed project encompasses.</li> <li>4. Project is part of an adopted transportation plan.</li> <li>5. Project shows new and innovative approaches to enhancing the transportation system.</li> <li>6. The facility is safe and easy to walk, bike, or wheelchair roll for people of all ages and abilities.</li> </ol>	20
--	----

**Cost/Benefit** – Projects are scored based upon the quality of the estimated budget, population served, and economic benefit. The total point value is 0 to 15.

<ol style="list-style-type: none"> <li>1. Projects which enhance the State's travel and tourism efforts. <b>Including tourism efforts to historic sites.</b></li> <li>2. Projects which contribute to a wide geographical dispersion of the Transportation Alternative Funds within the State.</li> <li>3. Detailed, complete, and realistic project estimate.</li> <li>4. Projects which enhance local community's economic opportunities.</li> </ol>	15
--	----

**Match Funding** – Community's commitment and ability to provide required match funds. The total point value is 0 to 15.

<ol style="list-style-type: none"> <li>1. Projects will be completed with the Transportation Alternative funds requested and the matching funds pledged by the applicant. The project must not be dependent on other funding contingencies. It must represent a complete, identifiable, and useable facility or entity rather than only a component of a larger project.</li> <li>2. The extent to which applicants indicate a commitment to provide extra effort or contribution above the minimum matching fund requirement.</li> </ol>	15
---	----

**Public Support** – Sponsor provides evidence of local support. The total point value is 0 to 5.

<ol style="list-style-type: none"> <li>1. Projects which have the support of community members, elected officials and local entities.</li> <li>2. Project creates partnership at local levels.</li> </ol>	5
---	---



**Project Delivery and Maintenance** – Sponsor’s past performance on the delivery and maintenance of ODOT projects. The total point value is 0 to 30.

1. Ability of sponsor to maintain project.	30
2. Past experience in similar projects.	
3. Multiple Application Submissions	
4. Additional influencing factors as deemed appropriate by the evaluator.	

### TOTAL SCORE POSSIBLE – COMPREHENSIVE REVIEW

Category	Low Score	High Score
Planning & Design	0	15
Transportation Network	0	20
Cost/Benefit	0	15
Match Funding	0	15
Public Support	0	5
Project Delivery and Maintenance	0	30
<b>Total</b>	<b>0</b>	<b>100</b>

## Appendix A

### RESOLUTION OF PROJECT SPONSORSHIP FOR A TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION AND MAINTENANCE COMMITMENT

A RESOLUTION DECLARING THE ELIGIBILITY OF THE <LOCAL GOVERNMENTAL AGENCY> TO SUBMIT AN APPLICATION TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FOR USE OF TRANSPORTATION ALTERNATIVES PROGRAM FUNDS SET FORTH BY IIJA FOR THE <PROJECT NAME> PROJECT IN <LOCAL JURISDICTION> AND AUTHORIZING THE <CHIEF PROJECT SPONSOR> TO SIGN THIS APPLICATION.

Whereas, the <local governmental agency>, Oklahoma, is submitting an application to the Oklahoma Department of Transportation for transportation alternatives program funds in the amount of <\$\_\_\_\_\_> set forth by IIJA and as outlined in ODOT's transportation alternatives program guidance & application packet for 2022; and

Whereas, the <local governmental agency>, Oklahoma, is participating as an eligible project sponsor in the Oklahoma Department of Transportation's transportation alternatives program set forth by IIJA; and

Whereas, federal monies are available under a transportation alternatives program set forth by IIJA, administered by the state of Oklahoma, Department of Transportation, for the purpose of creating and promoting the planning and development of active transportation facilities and programs in Oklahoma; and

Whereas, the <local governmental agency>, Oklahoma, acknowledges availability of the required local match of no less than 20%; and,

Whereas, after appropriate public input and due consideration, the governing body of <local governmental agency>, Oklahoma, has recommended that an application be submitted to the state of Oklahoma for the <project name> project.

Now, therefore, be it resolved by the governing body of the <local governmental agency>, Oklahoma:

Section 1. That the <local governmental agency>, Oklahoma, does hereby authorize <the project sponsor> to submit an application to the Oklahoma Department of Transportation for transportation alternatives program funds set forth by IIJA on behalf of the citizens of <local governmental agency>, Oklahoma.

Section 2. That the <local governmental agency>, Oklahoma, hereby assures the Oklahoma Department of Transportation that sufficient funding for the <project name> project is available.

Section 3. That the <local governmental agency>, Oklahoma, hereby assures the Oklahoma Department of Transportation that sufficient funding for the operation and maintenance of the <project name> project will be available for the life of the project.

Section 4. That the <local governmental agency>, Oklahoma, hereby assures the Oklahoma Department of Transportation that the <local governmental agency>, Oklahoma, will have title or permanent easement to the <project name> project by the time of project letting, if necessary.

Section 5. That the chief project sponsor of <local governmental agency>, Oklahoma, is authorized to sign the application to the Oklahoma Department of Transportation for transportation alternatives program funds set forth by IIJA on behalf of the citizens of <local governmental agency>, Oklahoma. The chief project sponsor is also authorized to submit additional information as may be required and act as the official representative of the <local governmental agency> in this and subsequent related activities.

Adopted and passed by the governing body of the <local governmental agency>, Oklahoma, this <day> of <month>, <year>.

Chief Project Sponsor: \_\_\_\_\_(print)

\_\_\_\_\_(sign)

ATTEST: <Seal>

## Appendix B

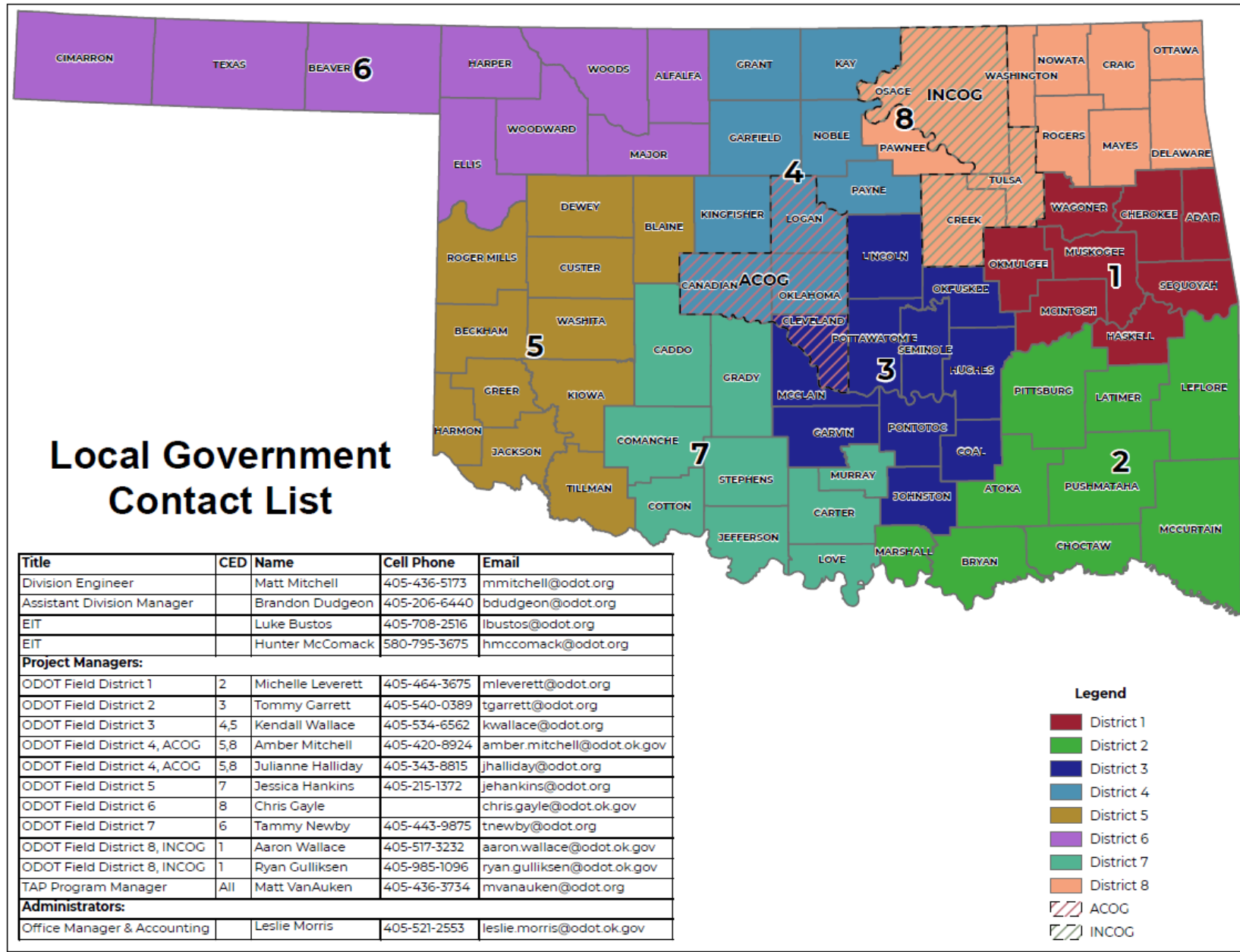
Please click on the following items to access their content.

### Planning, Design, and Safety Resources

- i. [Manual on Uniform Traffic Control Devices \(MUTCD\)](#)
- ii. [Guide for the Planning, Design, and Operation of Pedestrian Facilities, July 2004, \(AASHTO Pedestrian Guide\)](#)
- iii. [Guide for the Development of Bicycle facilities 2012, Fourth Edition \(AASHTO Bike Guide\)](#)
- iv. [Proposed Rights-of-Way Guidelines](#)
- v. [Separated Bike Lane Planning and Design guide \(FHWA\)](#)
- vi. National Association of City Transportation Officials (NACTO) Guides:
  1. [Urban Street Design Guide](#)
  2. [Urban Bikeway Design Guide](#)
  3. [Transit Street Design Guide](#)
- vii. FHWA Planning and Design Resources and Guides—a suite of tools produced by the FHWA to support the development of high-quality pedestrian and bicycle networks:
  1. [Small Town and Rural Multimodal Networks](#)
  2. [Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#)
  3. [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#)
  4. [Pursuing Equity in Pedestrian and Bicycle Planning](#)
  5. [Guidebook for Developing Pedestrian and Bicycle Performance Measures](#)
  6. Case Studies in Delivering Safe, Comfortable and Connected Pedestrian and Bicycle Networks: [Volume 1](#) and [Volume 2](#)
  7. [Bike Network Mapping Idea Book](#)

## Appendix C

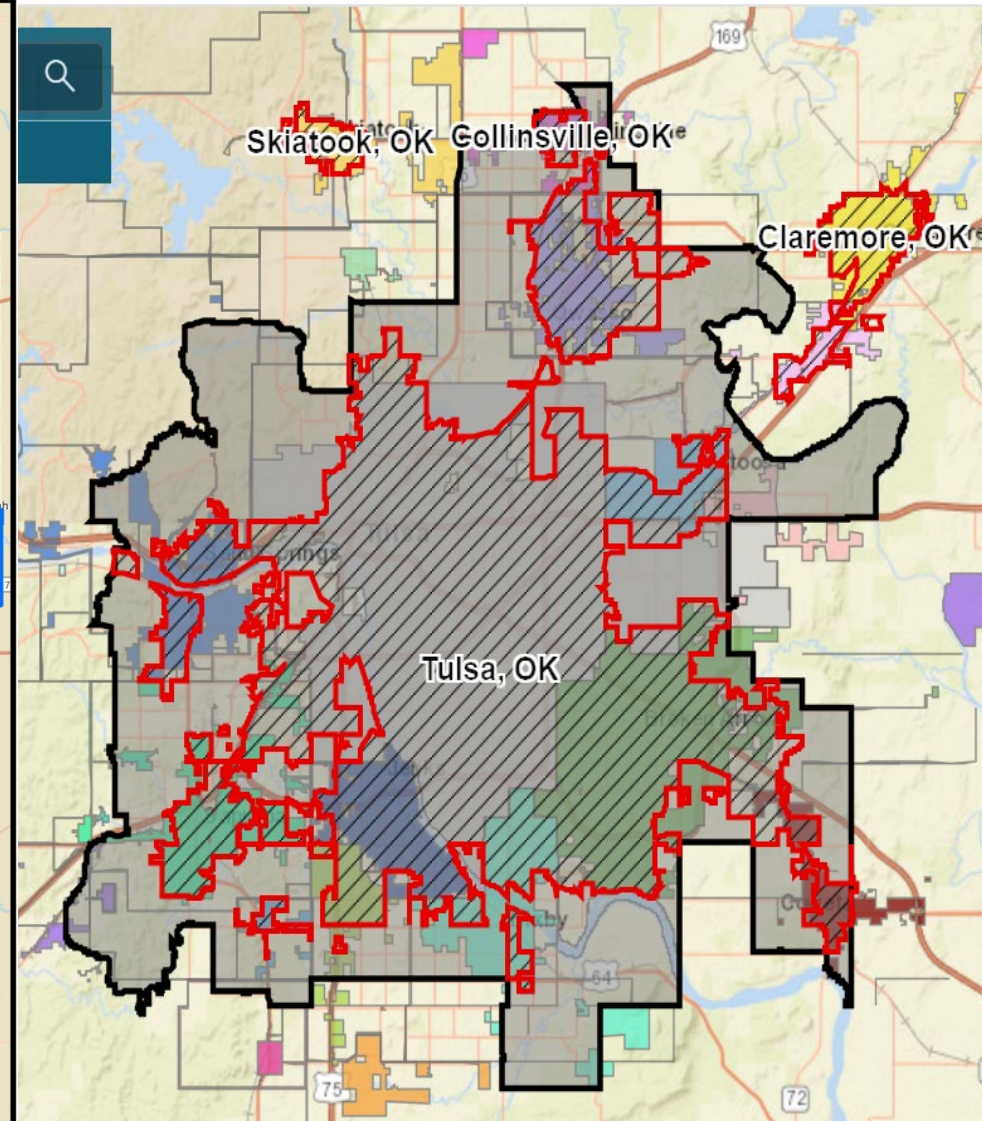
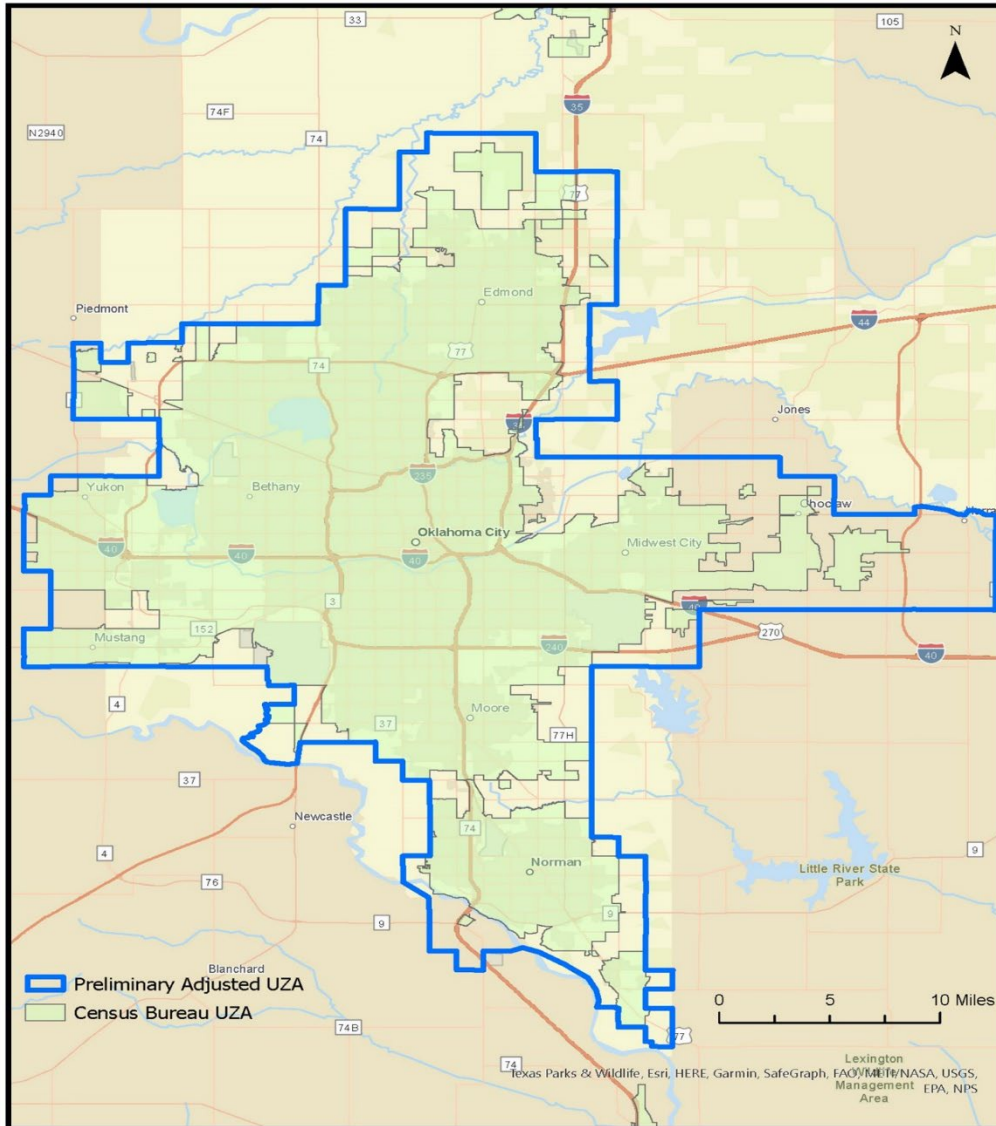
### ODOT Divisions & TA Areas





## Appendix D

### Adjusted Urbanized Area Boundaries



## FAQ's

1. Can an applicant that mostly falls within an urbanized area AND is above the 15,000-population maximum apply for statewide funds if the project limits fall outside the urbanized boundary.

Yes

2. How does a county figure out what category they fall under?

Counties will apply under the category that their unincorporated population falls into. For example, if the County population is 40,000 and the Cities' population total 36,000, then county would apply in the under 5,000 category.

3. How many call for projects can you submit?

You can submit as many projects as you would like, as long as you have matching funds for each project. If you submit more than one project, please prioritize them in the case that they can't all be awarded.