# ACOG AIR QUALITY SMALL GRANT PROGRAM
# FY 2022 SCORING WORKSHEET

acog

## PROJECT SELECTION CRITERIA

A committee consisting of representatives from the Association of Central Oklahoma Governments, the Oklahoma Department of Transportation, the Oklahoma Department of Environmental Quality, and/or other partner non-profits will receive, evaluate, and score all project applications.

Committee members will review each application and score based on a 100-point system.

| Category | Maximum Points |
|---|---|
| Pollutant reduction | 10 |
| Cost effectiveness | 10 |
| Transportation impact | 15 |
| Community involvement | 5 |
| Consistent planning | 10 |
| Community benefit | 5 |
| Vulnerable populations | 10 |
| Funding | 15 |
| Project readiness | 10 |
| Evaluation metrics | 10 |
| **Total Points Available** | **100** |

Please fill out the following pages by selecting the appropriate answer choice, filling in each subscore, and verifying the final score. Completed Scoring Worksheet should be submitted as part of project application.

## 1. POLLUTANT REDUCTION

Project must demonstrate the potential to reduce ozone-forming pollutants. Primary pollutants of concern include Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). Please provide a detailed description of how the proposed project is expected to play a role in reducing ozone-forming pollutants.

**How will the project contribute to a reduction in ozone-forming emissions?**
*(10 points maximum)*

It is a proven tip for reducing air pollution to carpool, use public transportation, bike, or walk whenever possible. Bicycle lanes are missing along Webster Avenue (Daws Street to Duffy Street) as well as along University Boulevard (Apache Street to Boyd Street). These two portions of missing bicycle lanes are located along two of the primary routes between Downtown Norman and the University of Oklahoma Campus/Campus Corner area. The completion of these two projects will strengthen the multimodal connections between Downtown Norman and the University of Oklahoma Campus/Campus Corner area thereby reducing dependence on private automobile travel, parking demands, etc.

1. SUBSCORE 10

## 2. COST EFFECTIVENESS

Cost effectiveness is a measure of the project's ability to reduce emissions per dollar invested. Funds can be used on a variety of project types. Certain project types are expected to be more cost effective and will therefore be more competitive.

**How cost effective in terms of pollutant removal is the proposed project?**
*(10 points maximum)*

| | |
|---|---|
| Bicycle/pedestrian infrastructure, Intelligent Transportation System (ITS) projects, traffic management and control devices, new transit facilities *(10 pts)* | ■ |
| Transit equipment, transit operating assistance, traveler information services, traffic signalization projects, transit management systems *(7 pts)* | ☐ |
| Traffic calming measures, eligible projects not currently addressed in the grant manual *(5 pts)* | ☐ |

**Note:** If the project falls in two or more of the categories listed above, the points must be averaged together to get a final score.

2. SUBSCORE 10

## 3. TRANSPORTATION IMPACT

Will the project improve the transportation system?

**a.** Projects that aim to reduce single-occupancy vehicle trips by encouraging travel by other modes – walking, bicycling, or public transit – will be most competitive.

| **Will the project promote multimodal options?** *(5 points)* | |
|---|---|
| Project promotes multimodal options and aims to reduce single occupancy vehicle trips *(5 pts)* | ■ |
| Project does not promote multimodal options *(0 pts)* | ☐ |

**b.** Enhanced connectivity improves the ability to get from place to place. For example, projects that extend a current bike path or projects that improve access to public transit will be more competitive.

| **Will the project enhance connectivity by addressing a network limitation**? *(5 points for bicycle/pedestrian/transit projects)* | |
|---|---|
| Project addresses a gap in the existing bicycle, pedestrian, or transit facilities network by creating a new connection from one existing network to another *(5 pts)* | ■ |
| Project contributes to the eventual desired network by connecting an existing segment to a proposed segment *(4 pts)* | ☐ |
| Project expands an existing network in a new direction where no segment is existing and none is currently proposed *(3 pts)* | ☐ |
| Project does not connect to an existing segment but connects two segments proposed in a published plan at any level *(2 pts)* | ☐ |
| Project connects a proposed segment in a new direction where none is existing and none is currently proposed *(0 pts)* | ☐ |

**b.** Projects should focus on easing regional congestion and/or decreasing single-occupancy vehicle (SOV) trips, therefore reducing transportation-related emissions and improving air quality. More points will be awarded if the project addresses a corridor that experiences moderate to severe a.m. or p.m. peak hour congestion.

| **Will the project reduce congestion?** *(5 points for vehicular associated projects)* | |
|---|---|
| Project will reduce congestion, reduce volume, and/or improve travel time in a congested corridor *(5 pts)* | ☐ |
| Project will reduce congestion, reduce volume, and/or improve travel time in general *(3 pts)* | ☐ |
| Project is not expected to reduce congestion *(0 pts)* | ☐ |

**c.** Projects that address an identified safety issue will be more competitive.

| **Will the project improve vehicular, pedestrian, or bicycle safety?** *(5 points)* | |
|---|---|
| Project improves safety *(5 pts)* | ■ |
| Project does not improve safety *(0 pts)* | ☐ |

**3. SUBSCORE** 15

## 4. COMMUNITY INVOLVEMENT

Community support and partnership strengthens the project application.

| **Does the project have the support of the community?** *(5 points maximum)* | |
|---|---|
| Applicant included 3 or more letters of support from community partners in promotion of the project *(5 pts)* | ■ |
| Applicant included 1 or 2 letters of support from community partners in promotion of the project *(3 pts)* | ☐ |
| No letters of support included *(0 pts)* | ☐ |

**4. SUBSCORE** 5

## 5. CONSISTENT PLANNING

Projects that have been identified through a previous planning effort will be more competitive. The project should address an issue identified in one of the following types of plans:

Regional Plans (produced by ACOG):

- Regional Active Transportation Plan
- Congestion Management Process (CMP)

Local Plans:

- Comprehensive plans
- Bicycle/pedestrian plans
- ITS plans

**Note:** Projects must be included in or be consistent with ACOG's long-range transportation plan, Encompass 2040, to receive funding.

| **Is the project consistent with regional and/or local comprehensive land use and transportation plans?** *(10 points maximum)* | |
|---|---|
| Project is consistent with a published regional transportation plan *(10 pts)* | ■ |
| Project is consistent with a published local transportation or trails plan *(8 pts)* | |
| Project is consistent with a published local comprehensive plan *(5 pts)* | |
| Project is consistent with unpublished ideas of the community's future direction *(3 pts)* | |
| Not addressed *(0 pts)* | |

**5. SUBSCORE** 10

## 6. COMMUNITY BENEFIT

Applicant must be able to demonstrate how the community will benefit from this project be it through increased safety, reduced congestion and travel time, and/or greater connectivity.

| **Does the project plan include a clear demonstration of need and indicate how the community will benefit from the project?** *(5 points maximum)* | |
|---|---|
| Applicant clearly demonstrates a need for the project and examines how the community will benefit *(5 pts)* | ■ |
| Applicant briefly addresses in a limited capacity how the community will benefit *(3 pts)* | |
| Applicant does not address how the community will benefit from the project *(0 pts)* | |

**6. SUBSCORE** 5

## 7. VULNERABLE POPULATIONS

Children and the elderly are particularly vulnerable to ozone pollution. Projects will be most competitive if they are located near large concentrations of these populations, such as schools. Minority and low-income status also influences susceptibility to the effects of ozone pollution.

To aid in identifying areas with potential air quality related vulnerable populations, ACOG's Air Quality Small Grant Program is utilizing EPA's EJSCREEN. EJSCREEN is a screening-level Environmental Justice (EJ) tool that combines demographic indicators with environmental factors, such as ozone, to create an EJ index. More information is available at: https://www.epa.gov/ejscreen.

Please use the EJ Index Ozone map, available at http://arcg.is/1j0D19, to answer the following question.

| **Does the project address the air quality near populations particularly vulnerable to poor air quality?** *(10 points maximum)* | |
|---|---|
| Project is located in an EJ Index Ozone area of the 80th percentile or higher or the project is within ¼ mile of a school *(10 pts)* | ■ |
| Project is located in an EJ Index Ozone area between the 50th and 80th percentile or the project is within ½ mile of a school *(5 pts)* | ☐ |
| Project is located in a 50th percentile or lower EJ Index Ozone area and is not expected to impact vulnerable populations *(0 pts)* | ☐ |

**7. SUBSCORE** 10

## 8. FUNDING

Funds are based on reimbursement and require a minimum 20 percent match of local funds. How well is the applicant financially prepared to secure local matching funds and implement the project?

**a.** Project applications that can show a larger proportion of other sources of dedicated funding for the project will be the most competitive.

| **The extent to which applicants show proof of commitment to provide funding above the minimum 20 percent matching requirement.** *(5 points)* | |
|---|---|
| Local match is 30 percent or higher *(5 pts)* | ■ |
| Local match is between 21 percent and 29 percent *(3 pts)* | ☐ |
| Local match is 20 percent *(0 pts)* | ☐ |

**b.** Project applications that include a detailed and realistic cost estimate will prove project readiness and be more competitive.

| **Does the project plan include a detailed and realistic cost estimate?** *(5 points)* | |
|---|---|
| Application includes a detailed, itemized cost estimate, showing a good faith effort to consider all elements of the project *(5 pts)* | ■ |
| Application includes a summary estimate with no details *(3 pts)* | ☐ |
| Application does not include a cost estimate *(0 pts)* | ☐ |

**c.** Projects must include a maintenance plan that demonstrates applicant ownership and sustainable long-term care.

| **Does the project include a clear plan for future maintenance costs?** *(5 points)* | |
|---|---|
| Application includes details on existing maintenance standards and how the sponsor would fund future maintenance *(5 pts)* | ■ |
| Application seems to discount level of maintenance necessary and/or failed to get letters of support from entity claimed to be responsible for future maintenance *(3 pts)* | ☐ |
| No maintenance plan is included *(0 pts)* | ☐ |

**8. SUBSCORE** 15

## 9. PROJECT READINESS

All projects and programs have two years upon execution of a grant award contract to be completed in full. The applicant must include a detailed timeline and clear work plan for implementation of the project.

**a.** Projects have two years upon execution of a grant award to be completed in full. A detailed and realistic timeline is essential to the success of the project.

| **Is the project schedule detailed and realistic?** *(5 points)* | |
|---|---|
| Project schedule is detailed and realistic *(5 pts)* | ■ |
| Project schedule is detailed but ambitious *(3 pts)* | ☐ |
| Project schedule lacks sufficient detail and underestimates how long infrastructure projects take *(0 pts)* | ☐ |

**b.** Project application must include a description of the tasks and activities to be completed as part of the project. This shows the readiness of the project and how the project will be implemented.

| **Has the project been conceptually designed and includes a clear and adequate project description?** *(5 points)* | |
|---|---|
| Application includes clear and adequate project descriptions *(5 pts)* | ■ |
| Application includes abbreviated and/or preliminary descriptions *(3 pts)* | |
| Application does not include project descriptions *(0 pts)* | |

**9. SUBSCORE** 10

## 10. EVALUATION METRICS

ACOG is required to collect data metrics to evaluate how successful the project was after implementation. The applicant is expected to gather data for evaluation such as daily usage figures and estimated vehicle trips removed.

| **Does the applicant include a plan for gathering meaningful evaluation metrics for the project?** *(10 points maximum)* | |
|---|---|
| Applicant includes detailed plans for gathering evaluation metrics *(10 pts)* | ■ |
| Applicant includes generalized plan for gathering evaluation metrics *(5 pts)* | |
| No plan for gathering evaluation metrics included *(0 pts)* | |

**10. SUBSCORE** 10

**FINAL SCORE** 100