



# THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT, 2021 (CRRSAA) Funds

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## Program Manual – August 2021 (CRRSAA funding)

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### QUICK CHECK: SHOULD YOU APPLY?

While the remainder of the document explains the details of the CORE MPO's Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) program, the following reference list is provided here to highlight the **minimum** expectations in CORE MPO's project selection process. If you answer **NO** to any one of these questions, you **should not** apply.

- Is your agency or organization an eligible entity? (See Eligible Project Sponsors on Page 3)

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- Is your project in an eligible location and for eligible activity? (See Eligibility on Page 3-7)

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- Is your project (including all phases) identified in or consistent with the CORE MPO's financially constrained 2045 Metropolitan Transportation Plan (Mobility 2045) or Non-Motorized Transportation Plan? (See Eligibility on Page 6)

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- If you are applying for CRRSAA funding for a planning study, is your study identified in the illustrative section of the CORE MPO's FY 2022 Unified Planning Work Program? Has your study gone through at least two rounds of discussions by the CORE MPO's Technical Coordinating Committee?

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- Are you requesting at least \$200,000 for your project? (See Funding and Local Match on Page 2)

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- If you are applying for CRRSAA funding for a planning study, are you requesting at least \$100,000? (See Funding and Local Match on Page 2)

### PROGRAM OVERVIEW

#### **CRRSAA Funds**

The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), title IV of division M, Public Law (Pub. L.) 116-260, appropriated an additional \$10,000,000,000 for Highway Infrastructure Programs (HIP). Of such amount, \$9,840,057,332 shall be set aside and

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apportioned for activities eligible under section 133(b) of title 23, United States Code (U.S.C.) (and such other purposes as specified in the CRRSAA).

FHWA apportions CRRSAA funds to each State. The funds are then sub-allocated to each Metropolitan Planning Organization (MPO) from its respective state Department of Transportation. Once these funds have been sub-allocated to MPOs, they are committed through the MPO to local governments and agencies for eligible transportation improvement projects or transportation planning studies through a competitive project selection process approved by the MPO Board. The code for CRRSAA funds allocated to urbanized areas with a population over 200,000 is Z972.

### CORE MPO's CRRSAA Program

CORE MPO administers the Z972 funds for the Savannah region. The MPO will receive \$2,112,897 (federal) of Z972 funds. The MPO needs to conduct a Call for Projects to allocate these funds. The awarded projects will be amended into the FY 2021 – 2024 Transportation Improvement Program (TIP). If a planning study gets funding award, the study must be amended into the funded section of the MPO's FY 2022 Unified Planning Program. The MPO intends to conduct the Call for Projects in August 2021 to award these available Z972 funds.

#### *Additional Sources of Information*

- FHWA CRRSAA Notice: <https://www.fhwa.dot.gov/legisregs/directives/notices/n4510851/>.

## FUNDING AND LOCAL MATCH

### Funding

The Federal share payable shall be up to 100 percent at the option of the State.

CORE MPO August 2021 CRRSAA Call for Projects				
Fiscal Year	Total Expected Z972 Federal Funds	Minimum Federal Funding Request per Project	Maximum Federal Funding Request per Project	Minimum Federal Funding Request per Study
2022	\$2,112,897	\$200,000	\$2,112,897	\$100,000

### Period of Availability

The CRRSAA funds resulting from this apportionment are available for obligation until September 30, 2024. Any amounts not obligated by the State on or before September 30, 2024, shall lapse. The funds resulting from this apportionment are available for obligation immediately and are not subject to any limitation on obligations.

### Local Match

No local match is required for the Z972 funds. However, local project sponsors can provide local funds to boost their funding award chances.

## **ELIGIBLE PROJECT SPONSORS**

The FHWA guidance does not specify eligible project sponsors for Z972 funds. Referencing other transportation funding programs, the eligible primary sponsors for the CORE MPO managed CRRSAA funds should be local/regional governments and agencies responsible for transportation improvements, similar to the MPO-managed STBG Urban Attributable (Z230) funds. **In addition, the local project sponsor must be LAP (Local Administered Project) Certified by GDOT to administer the federal funds. This requirement only applies to transportation improvement projects, not planning studies.**

## **ELIGIBILITY**

### **1. Eligible Projects and Activities:**

- a. The funds resulting from this apportionment are eligible to be obligated as follows:
  - (i) Activities eligible under section 133(b) of title 23, U.S.C. (program code Z972);
- b. Pursuant to section 133(c) of title 23, U.S.C., projects for activities eligible under 23 U.S.C. 133(b) may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) for a project described in paragraphs (4) through (11) of 23 U.S.C. 133(b); (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the Fixing America's Surface Transportation (FAST) Act; and (4) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to these funds.
- c. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (b), the following eligible activities are listed in 23 U.S.C. 133(b):
  - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
    - i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
    - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
    - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
    - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
    - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
    - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (23 U.S.C. 101 note).

- (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
- (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads\*. (\*Eligibility indicated here are applicable to state-managed funds.)
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an eligible project, then the State may use the funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects\*. (\*Eligibility indicated here are applicable to state-managed funds.)
- (14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal

development costs, if necessary to encourage robust competition in public-private partnership procurements\*. (\*Eligibility indicated here are applicable to state-managed funds.)

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

- i. Replacement of bridges with fill material;
- ii. Training of bridge and tunnel inspectors;
- iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
- vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
- xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based

asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5))** \*: Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (\*The CRRSAA-funded projects must be consistent with the CORE MPO's financially constrained 2045 Metropolitan Transportation Plan (Mobility 2045) or the Non-Motorized Transportation Plan and be programmed in the MPO's TIP before funds are obligated).

CRRSAA projects for eligible planning purposes must be reflected in the Metropolitan Unified Planning Work Program\*. (\*CRRSAA-funded planning studies must be reflected in the CORE MPO's FY 2022 UPWP and included in the FY 2021 – 2024 TIP before funding obligation.)

3. **DBE Requirement**: Section 1101(b) of the FAST Act, which pertains to amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

### **ELIGIBLE COSTS**

All projects must follow applicable federal guidelines for implementation. Applicants should be aware of the following:

- Timing of expenditures – costs incurred prior to “obligation” are *not* eligible for reimbursement. Obligation occurs when a project is approved and an agreement is executed between the FHWA division office and the State. Any design and feasibility studies conducted prior to receipt of the CRRSAA funds award notice are not eligible as reimbursable costs.
- Types of costs – the following project-specific costs are eligible.
  - Planning studies;
  - Preliminary engineering (PE) work, including project development, environmental work, cost estimates, construction plans, and architectural work;
  - Utility relocations;
  - Right-of-way (ROW) acquisition (the acquisition of real property is subject to the Uniform Act); and
  - Construction costs.

## APPLICATION PROCESS AND PROJECT SELECTION

### Application Process Timeline

<b>Proposed CORE MPO Project Selection Schedule for Z972 Funds - 2021</b>	
<b>Date</b>	<b>Activity</b>
June 2021	CORE MPO staff develops the preliminary draft funding application packages and schedule.
June 17, 2021	TCC reviews and comments on the preliminary draft application packages and schedule.
June – August 2021	CORE MPO staff revises the preliminary draft to final application packages based on final revenue estimates, federal and state regulations and TCC input.
August 19, 2021	TCC reviews and endorses the Call for Projects application packages.
August 25, 2021	CORE MPO Board approves the proposed schedule and project selection process.
August 26, 2021	Announce Call for Projects. Application cycle opens.
September 30, 2021 (by 5:00 p.m.)	Applications due.
October 1 – October 5, 2021	CORE MPO staff pre-screens the applications for completeness and eligibility.
October 6 – October 15, 2021	All TCC members screen and score applications and send the scores to MPO staff.
October 18 – October 20, 2021	MPO staff compiles scores.
October 21, 2021	TCC meets to review the compiled scores, comes up with project priority lists and award recommendations based on final revenue estimates, and makes recommendations for project incorporation into FY 2021 – 2024 TIP
October 27, 2021	TCC presents the priority list and project award recommendations for approval at CORE MPO’s meeting.
December 15, 2021	Projected date that the MPO’s FY 2021 - 2024 TIP will be amended for projects with awarded funds.

Applicants should send the electronic copy of a completed application, by 5:00 p.m. on [Thursday, September 30, 2021](#), to:

**Wykoda Wang, Transportation Administrator**  
**Chatham County-Savannah Metropolitan Planning Commission**  
**110 E. State Street**  
**Savannah, GA 31401**  
[wangw@thempc.org](mailto:wangw@thempc.org)

## PROJECT SELECTION PROCESS

After applications are submitted to CORE MPO, they will go through the following process:



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1. Pre-screening - Applications are screened for the following criteria. An application not meeting all of these pre-screening criteria will be disqualified.
  - a. **Eligibility** - eligible sponsor and eligible project type per CRRSAA eligibility requirement.
  - b. **Plan consistency** – projects, including all phases must be identified in or be consistent with the CORE MPO’s financially constrained 2045 Metropolitan Transportation Plan (Mobility 2045) or Non-Motorized Transportation Plan. A planning study must be consistent with the CORE MPO’s FY 2022 Unified Planning Work Program (UPWP) (included in the illustrative section).
  - c. **Completeness** – the application must address all of the questions in the application package.
  - d. **Funding amount** - the full funding must be identified for the project phase for which funding is requested. If the CRRSAA funds for which the applicant is applying are not sufficient to complete the project phase, the applicant must identify sufficient available supplemental funding with which the project can be completed. The total requested federal amount for a project must be at least \$200,000 (federal). The total requested federal amount for a transportation study project must be at least \$100,000 (federal).
  - e. **Local Match** – if the applicant would like to provide local funds to boost their funding award chances, a written confirmation of availability of funds is needed.
2. Project Scoring - MPO staff sends the applications that successfully clear the pre-screening process to all of the members of the CORE MPO Technical Coordinating Committee (TCC), who review the applications and score them against the project selection criteria, and then send the scores back to the MPO staff for compilation.
3. TCC Review – The TCC meets to review the compiled scores, comes up with project priority list and recommendations for funding award, and presents the recommendations to the CORE MPO Board.
4. Board Approval - The project rankings and award recommendations are approved by the CORE MPO Board.
5. Announcement - Approved project award winners are announced. Priority projects not receiving awards will be put in the waiting list based on their priority rankings.
6. TIP and UPWP Inclusion - Approved projects with awarded funds are programmed in the FY 2021 – 2024 TIP. Approved planning studies with awarded funds are also amended into the funded section of the FY 2022 UPWP.

## PROJECT SELECTION CRITERIA

The project ranking and selection criteria are mostly based on the adopted prioritization process of the 2045 Metropolitan Transportation Plan (Mobility 2045). The project scoring system assigns points to a project based on the criteria in the table below.



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<b>Project Ranking and Selection Criteria</b>			
<b>Factors /goals /emphasis areas</b>	<b>Performance Factors</b>	<b>Questions</b>	<b>Scores</b>
System Performance	Truck Traffic	Is the project located on a facility with a Level of Service E or F, which is below the statewide Level of Service minimum of Level of Service D?	Yes: 5 points No: 0 points
	Freight connections to strategic infrastructure	Is the project located on a facility with a high level of truck traffic (volumes and percentage) based on averages for similar functionally classified facilities?	Yes: 5 points No: 0 points
Safety and Security	Crash rate	Is the project located on a facility with a crash rate above the state average for that functional classification?	Yes: 5 points No: 0 points
	Designated evacuation route	Is the project on a designated evacuation route?	Yes: 5 points No: 0 points
Accessibility, Mobility and Connectivity	Freight last mile	Does the project connect population centers with employment and activity centers?	Yes: 5 points No: 0 points
	Transit ridership	Is the project identified in the Freight Plan as a high priority?	Yes: 5 points No: 0 points
	Non-motorized Plan priorities	Is the project identified in the CAT Transit Development Plan as a high priority?	Yes: 5 points No: 0 points
		Is the project ranked in the Non-motorized Plan as a high priority?	Yes: 5 points No: 0 points
Environment and Quality of Life	Impacts to environmental, cultural and social resources	Does the project adversely impact environmental resources?	Scale from 0 to 5 Worst Impact: 0 points No Impact: 5 points
		Does the project adversely impact cultural, historic and community resources?	Scale from 0 to 5 Worst Impact: 0 points No Impact: 5 points
		Does the project adversely impact environmental justice communities?	Scale from 0 to 5 Worst Impact: 0 points No Impact: 5 points
State of Good Repair	Bridge rating	Does the project include a bridge with a sufficiency rating below 50, or has it been identified as having poor deck, structural or pavement conditions making it eligible for replacement according to GDOT standards?	Yes: 5 points No: 0 points
	Bridge Conditions		
	Pavement Conditions		
	Benefit/Cost	Do the project benefits justify the projects costs?	0-5
Intergovernmental Coordination	Project Status	What is the <b>current</b> project development stage?	CST: 5 points ROW: 3 points PE: 1 points
	Local Priority	In this grant application, what phase is the local sponsor contributing funds for?	CST: 5 points UTL: 4 points ROW: 3 points PE: 1 points
	Consistency with other local, regional and state plans		Yes: 5 points Neutral 0 points No: (5)points
	Financial feasibility	Is this project phase included in Cost Band One of Mobility 2045 (financially feasible in the next 10 years)?	Yes: 5 points No: 0 points

**PLANNIGN STUDY SELECTION CRITERIA**

The planning studies will be scored separately from the projects. However, the total points of both systems are the same (a total of 85) for easy comparison and final selection of projects/studies. The study scoring system assigns points to a study based on the criteria in the table below.

<b>Criterion</b>	<b>Questions</b>	<b>Scores</b>
MPO Plan Consistency	Is the study consistent with the goals and objectives of the 2045 MTP?	Yes: 5.67 points No: 0 points
	Is the study included in the CORE MPO’s FY 2022 UPWP?	Yes: 5.67 points No: 0 points
Benefit Cost Ratio	Will the study’s benefits justify the cost?	Yes: 5.67 points No: 0 points
	Will the study provide region-wide and/or community-wide benefits?	Yes: 5.67 points No: 0 points
System Enhancement and Resiliency	Will the study contribute to preservation and enhancement of the existing transportation system?	Yes: 5.67 points No: 0 points
	Will the study contribute to improving the transportation system resiliency?	Yes: 5.67 points No: 0 points
Multi-Modal Improvements	Will the study contribute to facilitating freight movements in the region?	Yes: 5.67 points No: 0 points
	Will the study contribute to congestion reduction in the region?	Yes: 5.67 points No: 0 points
	Will the study contribute to transit-oriented development and/or transit connections to major destinations?	Yes: 5.67 points No: 0 points
	Will the study contribute to high priority bike/ped/trail improvement projects in the Non-motorized Plan?	Yes: 5.67 points No: 0 points
Environmental, cultural and social benefits	Will the study contribute to preservation or enhancements of the region’s environmental resources?	Yes: 5.67 points No: 0 points
	Will the study contribute to preservation or enhancements of the region’s cultural resources?	Yes: 5.67 points No: 0 points
	Will the study benefit the environmental justice communities?	Yes: 5.67 points No: 0 points
Local Priority and Consistency	Is this study consistent with goals and objectives of the local Comprehensive Plan?	Yes: 5.67 points No: 0 points
	Has this study been identified as a priority in an adopted plan by the sponsoring agency?	Yes: 5.67 points No: 0 points

**PROGRESS REPORTING**

Since timing is of essence for the obligation and usage of the CRRSAA funds, funding recipients will be required to make **bi-monthly** progress report to the CORE MPO TCC to ensure timely and efficient use of funds. The CORE MPO TCC will monitor progress and make timely recommendations to the CORE MPO Board to ensure full and timely use of the CRRSAA funds. If the applicant fails to make adequate progress towards funding authorization in the appropriate fiscal year, the funds will be rescinded and allocated to other priority projects in the waiting list. **If the applicants fail to report on the project development status at the bi-monthly TCC meetings,**

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they will risk not being considered for the future Call for Projects for other sources of funds such as Z230.

### **CORE MPO CONTACT INFORMATION**

CORE MPO will maintain a web page linked at <https://www.thempc.org/Core> (through Quick Links) during the application period where Questions & Answers will be listed. Applicants are encouraged to seek clarifications from MPO staff before submitting their application.

If you have any questions, please contact:

**Wykoda Wang, Transportation Administrator**  
**CORE MPO / Chatham County – Savannah MPC**  
**110 E. State Street**  
**Savannah, GA 31401**  
**912-651-1466**  
[wangw@thempc.org](mailto:wangw@thempc.org)