

REGIONAL CALL FOR PROJECTS – QUESTIONS AND RESPONSES

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM TRANSPORTATION ALTERNATIVES SET-ASIDE CARBON REDUCTION PROGRAM

Question	Response
<p>1. Will project sponsors need to make a presentation on project applications they submit?</p>	<p>1. All project sponsors that have submitted project applications through the regional call for projects are expected to present their project to the Technical Advisory Committee on May 23, 2023.</p> <p>Contingency list project applications will not be presented to the committee.</p>
<p>2. We have a sidewalk repair project here, could we in fact submit for that project under this block grant program. The roads in question are owned by another jurisdiction and are in our safety plan as priority projects. We would be seeking engineering funds.</p>	<p>2. Yes, a project like this may be eligible under the Surface Transportation Block Grant Program or other federal grant programs selected by SCOG. Application materials will need to be reviewed on a case-by-case basis before a final determination is made by SCOG staff on funding eligibility.</p> <p>A written concurrence is required by SCOG if the project is within the right of way of another organization.</p>
<p>3. Where do I find the definition for Urban Medium Area, urban small areas, rural area, any area?</p>	<p>3. In Washington state, an Urban Medium Area is an urbanized area with 50,000–200,000 population; an Urban Small Area is an urban area with 5,000–49,999 population; a Rural Area is an area with less than 5,000 population; and Any Area is any of these areas.</p> <p>Population thresholds for these areas are identified in United States Code (USC), though the areas are named by the Washington State Department of Transportation. An example of these population thresholds can be found at 23 USC 133 (d)(1)(A).</p> <p>As noted in project application materials, urban areas are being adjusted this year and final adjusted urban areas are expected in late July.</p>

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	<p>The Federal Highway Administration prepared this map of 2020 Census Urban Areas, which again should be adjusted by late July.</p>
<p>4. Who does a letter of concurrence need to come from for an application when SCOG requires concurrence? Would a letter of support suffice?</p>	<p>4. SCOG requires written concurrence when a project is within or connects to the right of way of another organization. For example, if the county government owned the right of way and a transit agency proposed a project at a location within the right of way, written concurrence from the county government would be required to accompany the transit agency's application.</p> <p>Written concurrence can take the form of a letter of concurrence, and an email conveying concurrence would also suffice. SCOG does not have a prescribed format for the written concurrence.</p>
<p>5. The grant application discusses a match but I am unable to find how much the match will be and are we allowed to use "other federal" funds to meet that commitment?</p>	<p>5. The maximum federal participation rate in Washington state for all funding available through the regional call for projects is 86.5%. Therefore, a match of no less than 13.5% is required. Matching funds are typically provided via local or tribal government funding, and state funds can also be used to match federal funds.</p> <p>In limited circumstances, federal funds can be used to match other federal funds. The U.S. Department of Transportation has a webpage devoted to Understanding Non-Federal Match Requirements.</p>
<p>6. If we apply for 2028-2029 STBG funds the project could be programmed within those years. How is the decision made on which year the project would be eligible for programming?</p>	<p>6. The determination about which year to program a project's federal funding is partially based on maintaining fiscal constraint by year, which factors in other project funding programmed. Though years five and six of the Regional Transportation Improvement Program (RTIP) do not require maintaining fiscal constraint by year, SCOG tries to maintain fiscal constraint in these years so projects can move into the four-year fiscally constrained RTIP in the future without running into a fiscal-constraint issue.</p> <p>Projects selected to receive federal Surface Transportation Block Grant Program funding will most likely be programmed in 2028-2029, though some projects may be programmed prior to those years, particularly projects with lower dollar values</p>

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	that will not cause the first four years of the RTIP to go out of fiscal constraint by year.
7. Can one project get all the funds for the 2024-2028 period? How is that decision made?	7. No single project can receive all funds available through the regional call for projects. The different federal funding sources have funds allocated by area (i.e. Urban Medium Area, Urban Small Area, Rural Area and Any Area). SCOG will be selecting projects by location, and only the Any Area funding can go to projects anywhere within the Skagit region. Because of these geographies, federal funds cannot all go to one project and must be dispersed across these areas. These geographic areas are primarily based on U.S. Census Bureau urban and rural areas, with adjustments made to these 2020 Census areas by the Federal Highway Administration. Urban areas statewide are being adjusted and should be complete by late July. SCOG staff are coordinating with federal and state partners on this adjustment process.
8. On page 3 of the Regional Call for Projects document, it says, "Most roadway projects can only be funded using STBG funds if the roadway has a federal functional classification." Looking at the federal functional classification map, it appears that Fidalgo Bay Road in Anacortes does not have a federal functional classification. Can you confirm this and tell me if this means Fidalgo Bay Road project cannot be funded with STBG funds?	8. Roadway projects located on Local Roads, such as Fidalgo Bay Road, are generally not eligible for STBG funds. However, the Eligibility section on pages 12-17 of this guidance should be consulted, as some projects are eligible for STBG funding on Local Roads under certain conditions. SCOG staff screens all projects against eligibility criteria after applications are received.
9. How do I determine if a project has been submitted to SCOG in the web based STIP software?	9. Projects are submitted to SCOG in SecureAccess Washington (SAW). If necessary, contact Nancy Huntley, Statewide Programming Engineer, at huntlen@wsdot.wa.gov to establish a SAW account. There is a STIP module in SAW that is used to submit projects to SCOG. A project has been submitted to SCOG when "Submitted by Agency to MPO/RTPO" appears in the Last Action column for the current STIP year (2023). The STIP Training Manual provides step-by-step instructions on creating and submitting projects in SAW.
10. If we submit an application for the cost of the P/E phase of a project, can the use of the funds be changed to the construction phase later on?	10. For projects with more than one phase, remaining federal funding may be utilized on a future phase. Determinations of carrying over funding in this way are made on a case-by-case basis through coordination between

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<p>11. I am working on a couple of projects that will be incorporated into a single project. For the budget section of the application, should I be referencing the entire project or just the element that is specific to a section of the overall facility project.</p> <p>I ask as when I submit for funding to other programs, I am asked only to include the project cost of which I am applying for. For instance, if I am requesting funds for phase 2 of a 3-phase project, all costs and benefits of the projects described in the application should reflect only phase 2 benefits and costs.</p>	<p>the project sponsor, Washington State Department of Transportation and SCOG.</p> <p>11. All phases of a project should be considered. Fields are provided in Cost Summary section to allow for explanation of costs for any project.</p>
<p>12. Do the projects applications need to be created in SAW prior to application?</p>	<p>12. Each project does need to be entered in SecureAccess Washington and submitted to SCOG, consistent with project application materials. Several evaluation criteria cross-reference project information included in the web based STIP software. SCOG staff will ensure projects are in SAW and submitted to SCOG as application materials are reviewed, following the May 12 application deadline.</p>
<p>13. How do I determine if a particular road “was on a Federal-aid highway system on January 1, 1991.” (This is in reference to Fidalgo Bay Road; I’m trying to determine if it was on a Federal-aid highway systems on 1/1/91.)</p>	<p>13. This question should be directed to Mitch Vernon, Transportation Planning Specialist, at Mitch.Vernon@wsdot.wa.gov. Mr. Vernon coordinates federal functional classification requests in Washington state and may be able to answer this question. SCOG does not have this information.</p>
<p>14. Can BIA TTIP (tribal transportation) funds be used to meet the 13.5% match requirement?</p>	<p>14. In limited circumstances, federal funds can be used to match other federal funds. The U.S. Department of Transportation has a webpage devoted to Understanding Non-Federal Match Requirements.</p>
<p>15. For transit agency projects, does the project inclusion in the Transit’s Transportation Development Plan quality as the TIP record?</p>	<p>15. For the regional call for projects, a transit agency’s six-year transit development plan is equivalent to a six-year comprehensive transportation program and a capital improvement program.</p>
<p>16. Do the Contingency applications need Project Endorsement Forms?</p>	<p>16. Yes, each contingency list application requires a signed Project Endorsement Form.</p>
<p>17. Are the TAP funds to be programmed in 2024?</p>	<p>17. Yes, projects selected to receive Transportation Alternatives Set-Aside funds can be programmed in 2024, and in other years through 2029. Programming will depend in part on maintaining fiscal</p>

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<p>18. We propose to submit a project for both CRP and TAP funding. This project is listed in the RTP and included in the Priority Project list. However, since it was a way out for CN we had it in our 2029-2045 Illustrative TIP Project List with CN Year 2030, and as a result it was not included in the 2023-2028 TIP as adopted by the city.</p> <p>Does the project need to be in the adopted city TIP to meet the requirement of Question #12 in the project application?</p>	<p>constraint by year for each of the three federal funding sources.</p> <p>18. There is no requirement that the project already be in the six-year comprehensive transportation program (city TIP) to be selected for federal funding by SCOG. Projects may appear in adopted capital improvement programs, comprehensive plans, long-range transportation plans, safety plans, asset management plans or other approved plans.</p> <p>The Project Endorsement Form includes a statement that the “project application reflects established funding priorities consistent with adopted plans and/or programs”.</p>
<p>19. For a project with only a PE phase, do you think it is worthwhile to submit it for STBG project selection? Since the funds are potentially out to 2028, it really isn’t much help unless it gets advanced under SCOG gap strategies included in the Regional Transportation Improvement Program.</p>	<p>19. Project applications may be submitted for the project selection, contingency list or both. Depending upon fiscal constraint by year, it may be possible to program relatively lower dollar-value projects earlier in the Regional Transportation Improvement Program. This will depend in part on which projects are selected for funding and the amount of funds selected for each phase.</p> <p>STBG projects will primarily be programmed in 2028–2029. The Regional Call for Projects states that after projects are selected, they are “expected to align with the ranges of years for each program [2028–2029 for STBG], though may be adjusted to other years in SCOG’s Regional Transportation Improvement Program if practicable.”</p>