

Yakima Valley Metropolitan and Regional Transportation Planning Organization 2010-2011 STP Rural Competitive Application Guidance

This guidance is intended to help accurately complete the Surface Transportation Program (STP) regional competitive application. The MPO/RTPO has reinstated a competitive application in response to actions by the Legislature and Governor in 2006. They directed Regional Transportation Planning Organizations (RTPOs) that receive federal STP funds to distribute them based on a prioritized competitive basis rather than by formula.

This competitive application will result in a list of prioritized projects. Federal rules dictate that a portion of STP funds must be spent in rural areas. Urban funds can be used in rural areas, but rural funds cannot be used in urban areas.

*****NEW INFORMATION 2010*****

The functional class of a roadway helps determine whether “urban” or “rural”. To be eligible to receive federal STP Rural funding the project must be on a road functionally classified as a rural minor collector or higher classification. **ALSO**, the roadway section must be outside the Urban Area Boundary as viewed at:

<http://www.wsdot.wa.gov/mapsdata/TDO/FunctionalClassMaps/County/Yakima.htm>. Generally the cities of Granger, Harrah, Mabton, Naches, Tieton, Wapato, Zillah and portions of Yakima County are eligible to receive STP rural funding.

This application has questions tailored to whether the proposed project is the Preliminary Engineering portion of an improvement to an existing road or in connection with creating a new road. Questions from only one of these sections should be answered depending on the project. Follow instructions on the application to ensure that only necessary questions are answered.

Projects seeking funding for Right of Way or Construction will not be considered. This Call for Projects is exclusively limited to the PE-only portion of projects.

Many questions in the application ask for specific data (traffic counts, freight classification, collisions, etc.). Some of this data may need to be collected or requested from other agencies. Please plan accordingly to meet STP regional competitive application deadlines. If a question requests supporting documentation and none is provided that question is not awarded any points.

The following list is intended to assist applicants in answering specific questions about the STP regional competitive application. Each numbered item corresponds to that question in the application. If you have additional questions or need further assistance, contact Deb LaCombe or Page Scott at (509) 574-1550.

Project Title

Any project programmed must be included in a jurisdiction’s TIP to secure federal funding. The project may be in the current TIP, or in the TIP that is operative over the period when the project is scheduled to begin. Ensure that the naming convention in the TIP and the STP application is consistent.

- 1 The lead agency/jurisdiction (or co-lead agencies) will be responsible for the total amount of non-STP funds indicated. A 13.5% match is required for STP funds; the maximum federal STP participation in any project is 86.5%.

A co-lead agency may be used to broaden the funding eligibility of a project. Applicant co-lead agency may be listed if another organization is providing a significant financial contribution to the project. An organization may be a participant in a project and not be a co-lead agency; partnering agencies would be listed in question #19.

- 4 Projects submitted must improve or create a road that carries a functional classification of minor collector (rural areas) or collector (urban areas) or higher.

The “if both, length of **rural** portion” in question #5 or “if both, length of **urban** portion” question #7 applies only to projects where the roadway spans the urban boundary line and is used to determine funding eligibility during the regional competitive STP project selection process.

- 8 The 2007 Freight and Goods Transportation System classification for roads throughout Yakima County can be accessed from the WSDOT website at <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>. A jurisdiction must provide supporting documentation if they are using their own freight classification.
- 10 Collision data for specific project locations can be requested from the WSDOT website at <http://www.wsdot.wa.gov/mapsdata/collision/collisionannual.htm>. Please note that it can take WSDOT anywhere from a few days to up to 75 days to locate and provide the requested collision report.

- 13 Any existing parking areas located between curb face to curb face or edge of shoulder to edge of shoulder should be included in calculating the pavement width.

Roadway width deficiency points will be awarded only if the deficiency will be corrected by the project. Points will be awarded only for that portion of a deficiency corrected.

- 14 Please include projected AADT supporting documentation with your application.
- 17 Information regarding the projected Freight and Goods Transportation System (FGTS) classification rating may be obtained from the Quick Response Freight Manual published by the United States Department of Transportation at <http://tmip.fhwa.dot.gov/resources/clearinghouse/107>. Please include supporting documentation for the projected FGTS.
- 18 Parcels counted must be adjacent to the proposed roadway. Access to subject parcels must be able to support legal (i.e. width) access for the proposed use. Attach a parcel map that displays the zoning of adjacent properties.
- 19 Anticipated or projected funds not yet awarded or committed do not count. Include cover letters from funding assistance applications and current letters of commitment (24 months).

If a project cannot be initiated or project funding is not obligated within one year of the issuance of the award letter, any STP regional funds awarded will be redistributed to other prioritized projects.

Projects need to be clearly defined. If deficiencies corrected by this project will be corrected by another project, regardless if this project gets funded, then funds from the other project cannot be counted as match.

*****NEW CONSIDERATION 2010*****

- 20 Non-match Project Funding Investments: The TAC STP/CMAQ Sub-committee suggests acknowledging the money invested in a project that is not categorically a matching contribution. These funds are spent early in a project to make it ready for advancement but do not qualify as matching funds. The points that were offered in previous STP applications for Community Support are now suspended for this 2010-2011 cycle. The sub-committee is divided in determining whether to award this question 5 points maximum or 10 points maximum. One point awarded for every 2% non-match investment increment.