

Pedestrian and Bicycle Program and Safe Routes to School Program 2022 Call for Projects Overview Webinar Part 1

March 30, 2022

Chat Notes

[3:05 PM] Walt (Guest)

I was not aware of part II. Can you send out the link? I missed it.

[3:07 PM] Claybrooke, Charlotte

Here is the link for part II.

[PBP and SRTS Application and Review Criteria Webinar](#) – Information about the application and review criteria

Date: March 31, 2022, at 1:00p.m. or April 13, 2022, at 11:00a.m. (two times for the same webinar)

[3:12 PM] Flinders, Camille

If a community has all three components in their project, should they be part of the same project proposal or submitted as separate proposals?

[3:14 PM] Claybrooke, Charlotte

They can be submitted as one project.

[3:16 PM] Marcos McGraw

will a copy of the slides be disseminated to each participant of this webinar?

[3:17 PM] Claybrooke, Charlotte

A copy of the slides will be posted on our website.

[3:18 PM] Adam Jackson

Can you share the source of data used to identify equity-related populations and percentages?

[3:19 PM] Claybrooke, Charlotte

Yes, Brian has a slide for the source of equity information. It is the [Washington Tracking Network Information by Location Map](#) for the Pedestrian and Bicycle Program (PBP) applications and the [Washington Office of Superintendent of Public Instruction Report Card](#) for the Safe Routes to School (SRTS) applications.

[3:21 PM] Sarah Sieloff

To clarify, a local roads safety plan is not required to apply?

[3:21 PM] Claybrooke, Charlotte

That's correct a local roads safety plan is not required.

[3:24 PM] Comeau, Christopher J.

What if it is a brand new school in a low-income neighborhood where a school doesn't currently exist?

[3:26 PM] Claybrooke, Charlotte

We will look at the census track data for a location with a brand new school.

[3:30 PM] Flinders, Camille

Is it feasible to apply for grants through both the Safe Routes to School and the Bike-Pedestrian Programs if proposal components seem more suitable to the different programs?

[3:31 PM] Claybrooke, Charlotte

An applicant can apply to both programs for different projects.

[3:33 PM] Flinders, Camille

Follow up question: if proposals are submitted to both programs, are they evaluated differently?

Verbal answer – if the same application is submitted to both programs WSDOT staff will probably contact the applicant and ask which program they want to keep it in for the review.

[3:33 PM] Phil Hoge

Is adding road width only to enable a bike lane eligible for funding?

[3:34 PM] Claybrooke, Charlotte

Adding road width to enable a bike lane is an eligible expense.

[3:34 PM] John Shaheen (Guest)

Is the \$800k threshold related to the total project \$ or to total funding request?

Verbal answer – it is related to the funding request.

[3:36 PM] Morgan Palmer

Can this be paired with other funding sources? For example, can NHPP paving funding be paired with PBP to create a complete street?

Verbal answer – yes – match (secured funding from another source) will need to be available before the prioritized list is sent to the legislature.

[3:36 PM] Hayes, Jami

Did you say obligation dates are summer of 2023 if a project is funded?

Verbal answer – Projects that can obligate within the first year of funding July 1, 2023 – June 30, 2025 are preferred. They do not are not required to obligate in the summer of 2023.

[3:37 PM] Mazur, George

Regarding projects that cross jurisdictional boundaries, are separate applications needed from each jurisdiction for the portion of the project that are within their jurisdiction? Alternatively, can one of the jurisdictions serve as application lead?

Verbal answer – yes separate applications are needed for projects that cross jurisdictional boundaries. There is an exception where a project might cross WSDOT jurisdiction and a city street or county road. In which case either one could take the lead for the project.

[3:37 PM] Brian Victor

How would curb extension with RRFBs projects score with either funding?

Verbal answer – That is not a question that we can easily answer because it depends on other factors. Typically, we recognize that curb extensions and RRFBs get good compliance and have a record of providing improvements.

[3:37 PM] Note, Inga

Is it possible to get a more detailed breakdown of the scoring in the safety category since it's worth 40%? For example, what % is based on collision patterns? It would help us to screen our most competitive applications.

Verbal answer - Within the safety consideration, we look at projects where there's a crash history a little differently than projects that are proactive safety where there's not been a crash history. The most consideration for places where there has been a crash history goes to those places where there's been a fatal or serious injury. The most consideration for proactive type projects, goes to those applicants that have chosen a location that is consistent with crash patterns within your jurisdiction or consistent with crash patterns from all similar jurisdictions within Washington State. For example, crash patterns in Washington state tend to reflect more fatal and serious injury crashes involving pedestrians and bicycles on higher speed roads. So if you're doing a proactive improvement on a higher speed road to lower the speeds and make other improvements, then it's likely to get the greater safety consideration.

The least amount of consideration is for having a local roads safety plan. The other 2 variables in the safety review criteria are pretty much in the middle there. Keep in mind that some of the weighting is based on the other applications that we receive and how things are breaking out between them.

[3:37 PM] Walt (Guest)

If the project e.g. sidewalk connects with another project is that a consideration factor.

Verbal answer - We do look at the way that projects close gaps in the transportation network for people walking or biking. So yes, what you describe would be part of our consideration in terms of project quality.

[3:38 PM] Kellie Connaughton

If adding road width for bike lanes is acceptable, would that also apply to trails that have connecting outlets to roads? Follow up at [3:47 PM] Our trail surrounds the city with outlets at many Neighborhoods. We need to widen the trail to allow for more bike transportation.

Answer – This could be acceptable, but it would depend on the situation and may not rank as high as other projects. Keep in mind that it is important for projects to be door to door (have a reasonable origin and destination).

[3:38 PM] Flinders, Camille

Are projects funded on an all or nothing basis? That is, are proposals ever partially funded?

Verbal answer – Yes that's what we've done in the past and it is best to think of the programs going forward that way into the future.

[3:39 PM] Walt (Guest)

Does an environmental impact reviews have to be complete to submit an application?

Verbal answer – No, you can include the cost of doing your environmental impact review in the cost of the project for the infrastructure/construction type projects.

[3:41 PM] Alex Warner

Is a "road diet" restriping project that does not add any road width eligible for these grant fund programs? Thanks!

Verbal answer - Yes

[3:44 PM] JOHN WAYAND (Guest)

Do projects that have TAP funds for PE only receive a high evaluation rating for submittals for PBP or SRTS for construction phase?

Verbal answer – If you already have your PE completed when you submit your application that usually indicates better deliverability, and the application will likely be very understandable. That's very helpful in terms of the review process, but it's not a guarantee that you would likely have a higher ranking.

[3:44 PM] City of Stevenson (Ben, Carolyn) (Guest)

Is there a maximum dollar amount for landscaping? We are considering adding a tree planting strip for traffic calming/ped safety?

Verbal answer - There is not a maximum dollar amount that you can request for landscaping type projects. The Part 2 webinar for the call for projects is tomorrow and again on the 13th of April. I'll be talking more about the application itself and about cost estimates. You might get some more information regarding your question at that time.

[3:48 PM] Flinders, Camille

As a follow up on the partial funding question: is there a "sweet spot" for funding requests? That is, proposals requesting less than a certain amount are more likely to be funded?

Verbal answer - No that is not the case. We use the review criteria which does not include consideration for the amount of the request except where it applies to the value of the project. They are intended to prioritize projects that are consistent with the purpose of the 2 programs and that will be the best investment to achieve that purpose.

[3:53 PM] Flinders, Camille

This session has been informative. Thank you. How quickly will this recorded session and slides be available online? And will the chat be available too?

Verbal answer – Microsoft Teams will provide a recording of the transcript. We'll see how that looks and if it makes sense to put that up. If not, we'll put up the recording of the April 12th webinar. That will be available sometime in the latter part of April. We will post a of the chat in the next few days so you can see the questions and how the questions were answered.

[3:53 PM] Note, Inga

Will you post links to the equity sites on the application webpages?

Verbal answer – the call for projects web pages will have the links for the equity sites embedded into it.

[3:53 PM] Phil Hoge

Can you post the Part II slides before the meeting so we can take our notes on them?

Verbal answer – Maybe yes, we are still working on them but we will get them posted as soon as we can.

[3:54 PM] Coleen Anderson she/her (Guest)

Please repost website.

Verbal answer – Brian is doing that, see below.

[3:54 PM] Marcos McGraw

Do we get extra points on our application consideration for attending part 1 & 2 of this webinar? THANK YOU!

Verbal answer – No extra points for attending.

[3:54 PM] Wood, Brian

Yes the slides will be available and the links are on the webpage.

[3:54 PM] Adam Jackson

Here is the PBP one [https://fortress.wa.gov/doh/wtn/WTNIBL/Information by Location | Washington Tracking Network \(WTN\)](https://fortress.wa.gov/doh/wtn/WTNIBL/Information%20by%20Location%20-%20Washington%20Tracking%20Network%20(WTN))

[3:54 PM] Wood, Brian

[Pedestrian & Bicycle program call for projects | WSDOT \(wa.gov\)](#)

Pedestrian & Bicycle program call for projects | WSDOT
Information about the Pedestrian and Bicyclist program (PBP), requirements, application process, review criteria, support documents and a link to the application.

[3:55 PM] Wood, Brian

[Safe Routes to School Program call for projects | WSDOT \(wa.gov\)](#)

Safe Routes to School Program call for projects | WSDOT
Find information about the Safe Routes to School (SRTS) program, requirements, application process, review criteria, support documents and a link to the application.

[3:56 PM] Adam Jackson

Charlotte, can you speak to the BIL and how it has potentially funded PBP/SRTS projects from the previous call for projects? What are WSDOT's next steps? And [3:57 PM] Adam Jackson BIL is the bipartisan infrastructure law.

Verbal answer – To my knowledge the Washington State Legislature didn't incorporate consideration for the BIL in the current transportation budget. They may at some point in the future. As we get clarification about your question we will update our web page as needed.

[3:59 PM] Justin Roozen (Guest)

Where were slides for today located?

[4:16 PM] Wood, Brian

Justin Roozen, the slides will be posted on the Calls For Projects webpage. We are still working on that.