

FFY 2021-2024

CHATS Transportation Alternatives (TA) Set-aside
Frequently Asked Questions

Last updated: 5/16/2024

1. How can I find out if my agency has been an SCDOT-approved Local Public Agency (LPA) in the past?
 - Contact SCDOT's [Local Public Agency Administration office](#) to request information on prior LPA approvals in South Carolina. If previously approved as an LPA on a different project than the one included in a TA Set-aside application, applicants will be required to seek LPA approval from SCDOT for the new project. If the applicant's agency does not anticipate serving as the LPA on their project, SCDOT will serve as the default LPA. No letters of support or coordination with SCDOT are required during the application process for SCDOT to serve as the project manager. If the applicant is seeking a third-party LPA outside of SCDOT, please provide a letter or emailing demonstrating coordination with that third party.
2. Is the funding available through this call for applications from FFY 2024 suballocations to CHATS?
 - The funding for the current call for applications comes from FFY 2021, 2022, 2023, and 2024 suballocations to CHATS.
3. Is a micromobility element of a larger roadway project considered an eligible activity for CHATS TA Set-aside funding?
 - Yes, but the micromobility project will be subject to the obligation and expenditure deadlines of the CHATS TA Set-aside program.
4. Will applicants receive bonus points for including a non-infrastructure component with their infrastructure application?
 - No designated bonus points will be awarded for adding a non-infrastructure component (such as data monitoring, education/encouragement programming, or enforcement), but non-infrastructure components may enhance an applicant's response to the Part 2 evaluation criteria.
5. If an applicant has a proposed infrastructure project and a proposed non-infrastructure project, should they combine them into one application?
 - Applicants may submit up to three applications per jurisdiction. If the proposed non-infrastructure project is directly tied to a proposed infrastructure project, such as monitoring the effectiveness of the project before after construction, and otherwise could not serve as a standalone project, BCDCOG encourages applicants to include the non-infrastructure component within the larger infrastructure application. If the non-infrastructure project could serve as a standalone project not tied to a larger infrastructure project, such as a city-wide pedestrian and bicycle plan, BCDCOG encourages applicants to submit the non-infrastructure project as a separate application.
6. If an applicant is currently in the design and permitting processes for a project and receives a TA Set-aside award, will the applicant just have to meet federal standards for the construction phase or will it have to meet federal standards for design, permitting, and construction?
 - All awarded projects will have to be designed, permitted, and constructed to the federal standard to be eligible for reimbursement by FHWA.
7. If an applicant submits multiple applications, can they share their preferred order of priority for the applications?

- Applicants submitting multiple applications will not be able to set an order of priority in the application itself. Applicants can share their preferences with the CHATS Transportation Enhancement Committee during the presentations for the committee members to consider; however, this is not a guarantee that the CHATS Transportation Enhancement Committee recommendations will conform to the shared preferences.
8. Could multiple, noncontiguous segments of a project be considered as a single application?
- Yes, multiple eligible activities can be combined in a single application. If you're finding the character limits on the existing conditions, future conditions, and project purpose questions in Part 1 are too tight to describe multiple segments, feel free to supplement the questions through the attachments or cross-reference sections within an adopted plan.