



Urban Arterial Program Criteria Questions & Answers

Why did the Urban Arterial Program criteria change?

Criteria were updated in an effort to modernize two similar programs – the Urban Arterial Program and the Urban Corridor Program – under one criteria set in order to give customers clearer guidelines for competitive TIB projects. To score well in either of these programs, projects generally needed to meet a combination of factors, such as poor street condition and safety concerns. The effect of averaging scores sometimes meant that the best project in a particular area – like safety or economic development – was not funded. Now, an arterial project must score well in only one of four bands (safety, growth & development, mobility or physical condition), as well as constructability and sustainability in order to receive funding.

Urban Arterial Program Criteria

					Sustainability	Constructability
Safety	Potential for Accident Reduction	Predicted Crash Frequency	Counter Measures not Modeled in Safety Tool	New Safety Features	Modal	Funding Sources
Growth & Development	Public Support	Private Support	Permitted Development Activity	Location	Energy	Construction Readiness
Physical Condition	Pavement Condition	Non-Pavement Condition	Loading and Usage	Existing Attributes	Environment	Ease of Implementation
Mobility	Congestion and Level of Service	Network Connectivity	Modal Access	Mobility Features	Recycling	Full Funding

Does the new selection process favor any one band over another?

The selection process precludes any one band from being overrepresented in the program and there are no funding targets by band. Projects are selected in a "round robin" manner, with the highest ranked project from each band selected in each round. In later rounds, certain bands may no longer contain projects of interest to TIB causing that band to be retired. A project selection jury determines when projects in a particular band will no longer be considered and ensures balance across project types and geographic regions.

Will each region have a project in each band?

Not necessarily. Within each band, all submitted projects will be evaluated and ranked regardless of region. Regional allocations will be adhered to; however, projects will be selected based on individual merit.

Do I need to complete a separate application form for each band?

No. There is only one UAP application that contains all the information necessary to evaluate against the criteria set for each band.

Do I need to select which band my project should compete in?

No. Agencies apply to the Urban Arterial Program—not a particular band. An interested agency should fill out one UAP application per project, and the project will be ranked within each band.

How many points does a project need to achieve in order to be funded?

Projects are selected based on rank, not on the total number of points achieved. Therefore, in any given year a project could rank higher or lower depending upon other projects submitted by customers across the state.

Can I opt out of a particular band?

The majority of information collected in the application is important for all projects regardless of whether or not you believe your project will rate well in a particular band. If your project does not support a specific economic development site, you should select “No” on the first page of the application when asked, “Does this project support a specific economic development site.” Clicking “No” allows you to skip questions related to growth & economic development criteria. If you are certain that your project does not address a safety problem, you may skip the accident analysis. However, the new criteria do not focus solely on past accidents – so agencies are encouraged to fill out the accident history even if there have not been accidents in the past.

What type of projects does the growth & development band support?

The growth & development band is for street projects that directly support a specific economic development site. Generally, a development or redevelopment site with no actual development activity will not compete well against sites with active development interests. The applying agency must demonstrate a direct relationship between the project and the site(s).

Past economic development events or ambient development does not qualify in this band. If a specific economic development event has already occurred – and now causes congestion problems – this project may rate well in the mobility band.