

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-111 Who is eligible to receive urban program funding.

Eligible agencies are:

- (1) Counties that have an urban area; and
- (2) Incorporated cities with a population of ~~((five thousand))~~ 5,000 or more. For the purposes of determining population, cities may include the population of any state correctional facility located within the city. Agencies exceeding population of ~~((five thousand))~~ 5,000 are eligible pending designation as a federal urban area following the next federal census (~~(and~~
- ~~(3) Transportation benefit districts)).~~

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

AMENDATORY SECTION (Amending WSR 18-08-068, filed 4/2/18, effective 5/3/18)

WAC 479-14-121 What projects are eligible for urban program funding. Eligible projects are:

- (1) Improvements on federally classified ~~((arterials))~~ routes;
- (2) Within a city qualifying for urban designation upon the next federal census ~~((as long as the project carries a federal arterial functional classification));~~ or
- (3) Within the urban growth area in counties.

~~((Any urban street that is not functionally classified at the time of award must obtain federal functional classification prior to approval to expend board funds.))~~

Sidewalks with five feet minimum clear width are required on both sides of the arterial unless a deviation is granted under WAC 479-14-200.

AMENDATORY SECTION (Amending WSR 22-07-023, filed 3/9/22, effective 4/9/22)

WAC 479-14-131 Award criteria for the urban program. The board establishes the following criteria for use in evaluating urban program grant applications:

- (1) Mobility improvements - Includes system connectivity, improves flow of vehicles and freight, and extends or completes corridor for network connections.
- (2) Physical condition - Includes pavement, structural, and geometric design features of the arterial.
- (3) Growth and development improvements - Provides or improves access to urban centers, economic development, supports annexation agreements, and increases residential density.

(4) Safety improvements - Addresses crash or severity reduction, ~~((elimination))~~ reduction of roadway hazards, ~~((corrects))~~ reduction of roadway deficiencies, and eliminates or reduces railroad at-grade crossing hazards.

(5) Sustainability - Improves mode accessibility, reduces or eliminates water detention, supports native vegetation, and encourages energy reduction technology and use of recycled materials, or increases the lifecycle of the facility.

(6) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

AMENDATORY SECTION (Amending WSR 15-22-052, filed 10/29/15, effective 11/29/15)

WAC 479-14-225 What is not eligible on state highways under the small city ((arterial)) preservation program? State highways in small cities are not eligible for preservation projects inside the curb face.

AMENDATORY SECTION (Amending WSR 15-22-052, filed 10/29/15, effective 11/29/15)

WAC 479-14-231 Award criteria for the small city arterial program. The board establishes the following criteria for use in evaluating small city arterial program grant applications:

- ~~((1) Condition of surface;~~
- ~~(2) Stability of subsurface base structure;~~
- ~~(3) Condition of subsurface utilities;~~
- ~~(4) Accessibility;~~
- ~~(5) Leveraging of funding sources;~~
- ~~(6) Elimination of hazards;~~
- ~~(7) Continuity of improved street segments including sidewalk;~~
- ~~(8) Community needs;~~
- ~~(9) Sustainable design;~~
- ~~(10) Efficient project implementation.))~~

(1) Economic vitality - Improves central business district, considering all users.

(2) Physical condition - Includes pavement, structural, and geometric design features of the arterial.

(3) Safety improvements - Addresses crash or severity reduction, reduction of roadway hazards, reduction of roadway deficiencies, and eliminates or reduces railroad at-grade crossing hazards.

(4) Sustainability - Improves mode accessibility, reduces or eliminates water detention, supports native vegetation, and encourages energy reduction technology and use of recycled materials or increases the lifecycle of the facility.

(5) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

AMENDATORY SECTION (Amending WSR 22-07-023, filed 3/9/22, effective 4/9/22)

WAC 479-14-411 Who is eligible to receive active transportation program funding. Each of the subprograms has separate criteria for agency eligibility as follows:

- (1) Urban active transportation program agency eligibility:
 - (a) Incorporated cities with a population of 5,000 and over.
 - (b) ~~((Incorporated cities with a population less than 5,000 which are located within a federally designated urban area.~~
 - ~~(c))~~ Counties with a federally designated urban area.
- (2) Small city active transportation program agency eligibility: Incorporated cities with a population under 5,000.

AMENDATORY SECTION (Amending WSR 22-07-023, filed 3/9/22, effective 4/9/22)

WAC 479-14-421 What projects are eligible for active transportation program funding. Minimum project requirements for each subprogram are as follows:

- (1) Urban active transportation program project eligibility:
 - (a) Must be on or related to a ~~((functionally))~~ federally classified route; and
 - (b) Primary purpose of the project is transportation and not recreation.
- (2) Small city active transportation program project eligibility:
 - (a) The project must be located on or related to a street within the TIB designated arterial system; and
 - (b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

AMENDATORY SECTION (Amending WSR 22-07-023, filed 3/9/22, effective 4/9/22)

WAC 479-14-431 Award criteria for the active transportation program. The board establishes the following criteria for use in evaluating ~~((sidewalk))~~ active transportation program grant applications for both urban and small city active transportation projects:

- (1) Safety improvement - Projects that address hazard mitigation and crash reduction.
- (2) Mobility access - Projects that improve or provide access to facilities including, but not limited to:
 - (a) Schools;
 - (b) Public buildings;
 - (c) Central business districts;
 - (d) Medical facilities;
 - (e) Activity centers;
 - (f) High density housing (including senior housing);

(g) Transit facilities;

(3) Completes or extends existing active transportation facilities.

(4) Completes or extends sidewalks to facilities listed in subsection (2) of this section that are identified in local agency latecomer agreements. The local agency must agree to collect the latecomer fee at the time of development and place the fee in its transportation improvement program.

(5) Local support - Addresses local needs and is supported by the local community.

(6) Constructability - Demonstrates a strong likelihood to reach construction within the timelines established in WAC 479-05-211.

(7) Sustainability - Right sizing sidewalk or shared use path width and material type, provides hardscaping and native plantings, addresses low impact development or natural drainage practices.