



Washington State
Transportation Improvement Board

June 2013

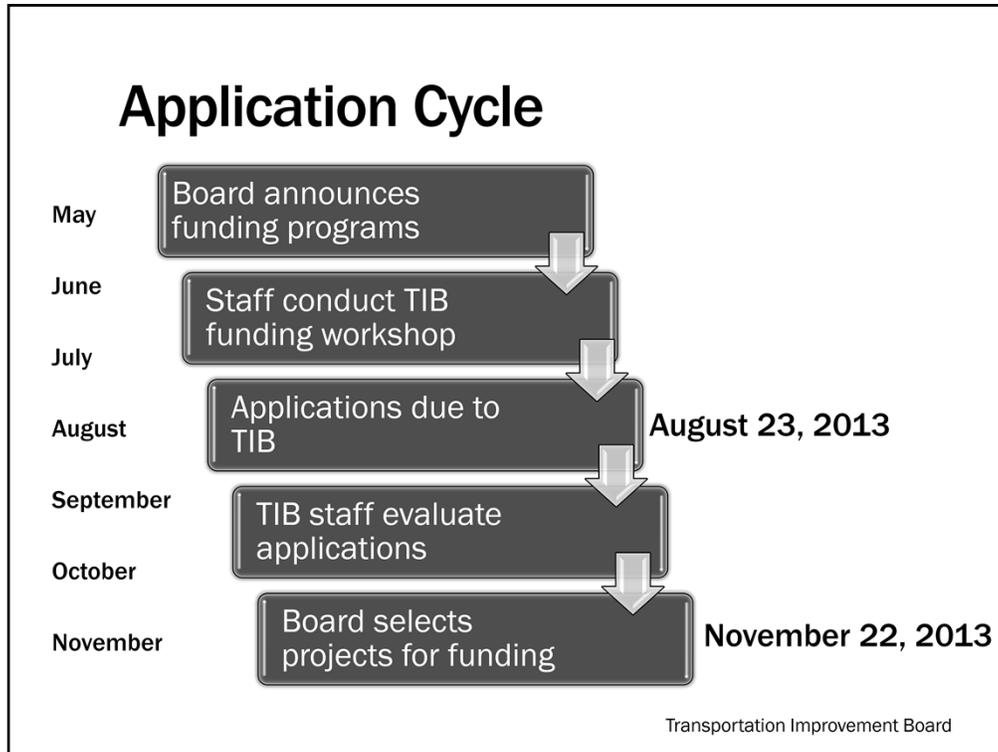
SMALL CITY FUNDING PROGRAMS



Today's Agenda

- Application cycle
- Program changes
- Funding programs
- Hints for success

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Prior to Call for Projects

- Criteria is reviewed and approved by the Board
- Board approves preliminary program sizes

2013 Call for Projects

- TIB funding workshops held across the state
- Applications available for download on the TIB website at www.tib.wa.gov
- Criteria available on the TIB website

Application submittal

- Mail only one original, signed hard copy of the application and all required documentation to the TIB Office by US Mail at Post Office Box 40901, Olympia, WA 98504-0901
- Keep a copy of the application submitted to TIB
- Application packages must be postmarked by **August 23, 2013**

TIB application review – September-October 2013

- TIB engineers desk rate all applications based on the submitted information
- All application information is verified in the field
- Ratings are updated to reflect the field review
- TIB staff review all project ratings

Project selection

- The Board selects projects at the **November 22, 2013** board meeting



Recent Changes

- Minimum local match
- Landscaping limit
- Eligible engineering percentage

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Minimum Local Match

Cities/Towns with 1,000 population or less - no local match required

Cities/Towns with population over 1,000 - 5% local match

WAC 479-05-130 Project landscaping and aesthetic improvements

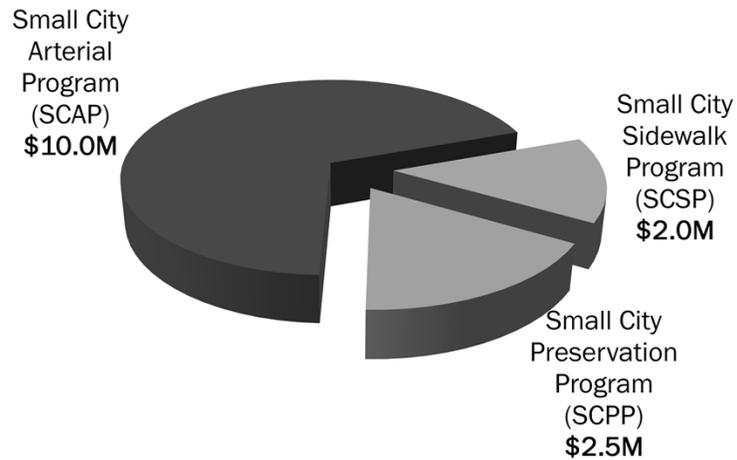
- Eligible landscaping is 5 percent of eligible contract cost plus construction other

WAC 479-05-170 Reimbursement of engineering costs

- Allowable engineering is 30 percent of eligible contract plus construction other costs
- Allowable engineering for Construction Only projects is 20 percent of eligible contract plus construction other costs
- All engineering costs are considered in the 30 percent limitation including geotechnical studies, cultural resource assessments and other special studies



2013 Funding Programs



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Funding levels are projections and subject to change

TIB programs available for small cities are:

- Small City Arterial Program (SCAP)
- Small City Sidewalk Program (SCSP)
- Small City Preservation Program (SCPP)



Small City Arterial Program (SCAP)

- Intent
- What does it fund?

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Intent

Projects restore and improve the arterial roadway system consistent with local needs

- Address safety
- Improve arterial street conditions
- Connect public facilities



SCAP Regional Distribution

\$10 Million Statewide



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SCAP Funding is distributed regionally

- Three regions are used: East, Puget Sound & West
- Percentages are based on small city populations updated annually by the Office of Financial Management



SCAP Application Requirements

- Eligibility
- Local match
- Sidewalk
- WSDOT concurrence
- Typical grant size

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Eligibility

Eligible agencies are incorporated cities with population less than 5,000

Eligible routes are TIB Arterials that meet at least one of the following:

- Serve as a logical extension of a county arterial or state highway into the corporate limits
- Serve as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial areas and industrial sites
- Act as a bypass or truck route to relieve the central core area

Minimum Local Match

Cities/Towns with 1,000 population or less - no local match required

Cities/Towns with population over 1,000 - 5% local match

Agency must certify full funding within one year of project selection

Sidewalk

- Required on one side of street and ADA compliant
- Minimum width five feet clear with hard, smooth surface (concrete, asphalt)
- Separated from travel lanes with curb or physical barrier

WSDOT concurrence

- Written WSDOT concurrence required for projects that intersect a state highway

Average Grant Size

- Typical funding ranges from \$300,000 to \$700,000 per project



What SCAP Will Pay For...

- Design
- Right of Way
- Construction

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The following elements should be included in the estimate of project cost

Design

Design engineering

- Engineering required to develop plans and contract documentation
- Environmental permitting
- Cultural resource assessment

Right of way

- Acquisition of right of way required to construct project

Construction

Construction engineering

- Contract administration, construction inspection, surveying & material testing

Construction other

- Work completed by local forces, utilities &/or railroad as part of approved scope

Construction contract

- Contract to complete approved scope of work



SCAP Characteristics

- Project types
- Typical scope
- Non-eligible work

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Project types

- Reconstruction
- Rehabilitation
- New street

Typical scope

- Road surface & base
- Drainage
- Illumination
- Landscaping

Limited to five percent of the eligible contract cost plus construction other

- Non-motorized components
 - Sidewalk – required on at least one side of street
 - Bicycle facilities
 - Route must be on adopted bicycle plan

Non-eligible work

- Right of way not required for road construction
- New utilities
- Upgrade of locally owned utilities not impacted by the project



SCAP Rating Criteria

SCAP Criteria	Points
Safety	40
Pavement Condition	30
Local Support	20
Sustainability	10
Total Points	100

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Safety

40 Points

- Accident history
- Safety hazards

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Accident history (15 point maximum)

- Property damage accident
- Injury accident
- Fatality accident
- Request accident data from WSDOT as soon as possible

Point Range

1 point per accident
3 points per injury
10 points per fatality

Potential safety hazards (20 point maximum)

The project must eliminate or minimize the hazard to receive points

Points will be assigned in the following categories based on severity of the hazard:
sight distance, existing drainage, skewed intersection, posted school zone, existing sidewalk condition, railroad crossing, control access &/or parking, obstructions, existing lighting, turn pockets, adjacent terrain

Existing conditions (20 point maximum)

- | | |
|---------------------------------|------|
| • Pavement width | 0-15 |
| • Truck route | |
| ▪ T-1 to T-3 | 5 |
| ▪ T-4 | 4 |
| ▪ T-5 | 2 |
| ▪ Signed local truck route | 1 |
| • Bus route (transit or school) | 3 |



Pavement Condition

30 Points

- Existing pavement condition
- New route

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Existing pavement condition (30 point maximum)	Point Range
TIB staff determine pavement condition rating (PCR)	0-30
• Projects with PCR scores less than 70 will receive points	
• Projects with PCR scores of 30 or less receive maximum points	
New route	
• Points based on significance of the road	10-15



Local Support

20 Points

- Local match
- Network development
- Connectivity
 - Direct access
 - Indirect access

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Local match (5 point maximum)	Point Range
• 1 point for each additional percent above minimum match	0-5
Network development (5 point maximum)	
• Extends improvements	3
• Completes gap	5
• New route	0-5
Connectivity (20 point maximum)	
Direct access - facility is within the project limits	
Indirect access - facility is within 2-3 blocks of the project limits	
• Central business district	5
• Commercial development	0-5
• Industrial area	0-3
• Schools	0-6
• Public facilities	0-6
• Medical facilities	0-5
• Senior housing	0-2



Sustainability

10 Points



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Sustainability (10 point maximum)

	Point Range
• Adopted greenhouse gas emissions policy	1
• Sidewalk/plant strip	0-3
▪ Sidewalk width greater than 5-foot TIB minimum	
▪ Planter strip (3 feet or greater)	
• Sidewalk network development	0-2
• Hardscaping or climate-appropriate plantings	1
• Low energy street lights	0-3
• Recycled material usage	1
• Low impact drainage practices	2



Small City Sidewalk Program (SCSP)

- Intent
- What does it fund?

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Intent

- To enhance and promote pedestrian safety and mobility

What does it fund?

Sidewalk projects construct new sidewalk or reconstruct existing sidewalk

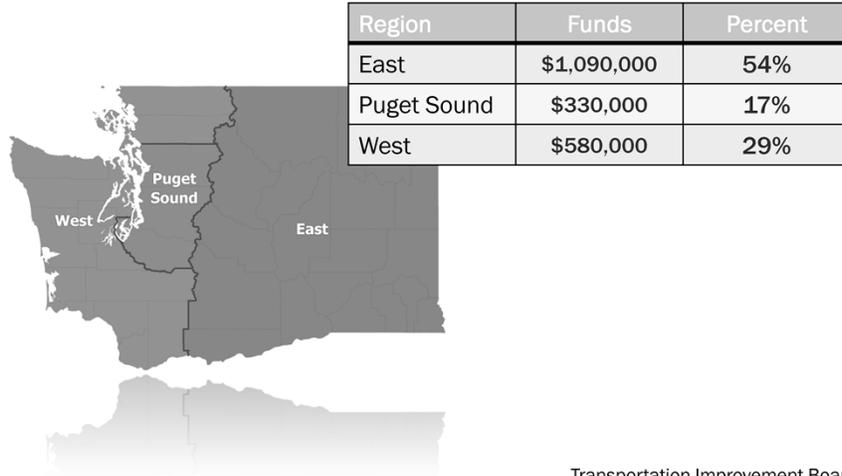
The projects provide or improve:

- Pedestrian access
- System continuity
- Pedestrian connectivity



SCSP Regional Distribution

\$2 Million Statewide



SCSP funding is distributed to three regions based on the small city populations updated annually by the Office of Financial Management



SCSP Application Requirements

- Eligibility
- Local match
- Sidewalk
- WSDOT concurrence
- Typical grant size

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Eligibility

Eligible agencies are incorporated cities with population less than 5,000

Eligible routes are TIB Arterials. These streets meet at least one of the following:

- Serve as a logical extension of a county arterial or state highway into the corporate limits
- Serve as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial areas and industrial sites
- Act as a bypass or truck route to relieve the central core area

Minimum local match

- Population under 1,000 - no match required
- Population over 1,000 - 5% of eligible project cost
- Agency must certify full funding within one year of project selection

Sidewalk

- Required on one side of street and ADA compliant
- Minimum width five feet clear with hard, smooth surface (concrete, asphalt)
- Separated from travel lanes with curb or physical barrier

WSDOT concurrence

- Written WSDOT concurrence required for projects that intersect a state highway

Typical grant size

- Typical funding ranges from \$50,000 to \$200,000 per project



What SCSP Will Pay For...

- Design
- Construction

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The following elements should be included in the estimate of project cost

Design

Design engineering

- Engineering required to develop plans and contract documentation
- Environmental permitting
- Cultural resource assessment

Construction

Construction engineering

- Contract administration, construction inspection, surveying & material testing

Construction other

- Work completed by local forces, utilities &/or railroad as part of approved scope

Construction contract

- Contract to complete approved scope of work



SCSP Characteristics

- Project types
- Typical scope
- Non-eligible work

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Project types

- Construction of new sidewalk
- Reconstruction of existing sidewalk
- Completing gaps in sidewalk system

Typical scope

- Site preparation
- Sidewalk
- ADA ramps
- Drainage improvements required due to sidewalk construction
- Signing
- Illumination
- Sustainability features
- Landscaping
 - Limited to 5 percent of eligible contract plus construction other costs

Non-eligible work

- Right of way acquisition is **not** eligible and **cannot** be used for local match
- New utilities
- Upgrade of locally owned utilities not impacted by the project



SCSP Rating Criteria

SCSP Criteria	Points
Pedestrian Safety	55
Pedestrian Connectivity	30
Sustainability	10
Local Support	5
Total Points	100

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Pedestrian Safety

55 Points

- Existing conditions
- Accident history
 - Request accident data from WSDOT
- Existing hazards

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Existing condition (30 point maximum)	Point Range
• Posted speed	0-10
• Pedestrian walking route	
▪ Travel lane	20
▪ Shoulder	0-18
▪ Sidewalk	0-18
Accident history (25 point maximum)	
• Correctable Pedestrian/Vehicle Accident	0-20
10 points per correctable accident	
• Correctable Pedestrian Only Accident	0-15
5 points per incident	
Existing hazards (15 point maximum)	
The project must eliminate or minimize the hazard to receive points	
Points are assigned for the following categories based on severity of the hazard:	
• Sight distance	
• Deep ditches	
• Truck volume	
• Traffic volume	
• Obstructions	
• Existing lighting	
• Drainage/snow issues	
• Posted school zone	



Pedestrian Connectivity

30 Points

- Facilities served
 - Direct access
 - Indirect access
- Sidewalk continuity

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Direct access (30 point maximum)

To be considered direct access the facility must be within the project limits

Indirect access (15 point maximum)

To be considered indirect access the facility is outside the project limits but within 2-3 blocks and is connected to the project by an ADA-accessible facility

	Point Range
• Schools	0-9
• Public facilities	0-6
• Recreational facilities	0-5
• Central business district	5
• Commercial area	0-5
• Industrial area	0-3
• Medical facilities	0-3
• Senior housing	0-2
• Signed transit stop	0-2
Sidewalk continuity (5 point maximum)	
• Completes gap	5
• Extends existing sidewalk	3



Sustainability

10 Points



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Sustainability (10 point maximum)

- Adopted greenhouse gas emissions policy
- Sidewalk/planter strip
 - Sidewalk width wider than 5-foot TIB minimum
 - Planter strip (3 feet or greater)
- Sidewalk network development
- Hardscaping or climate-appropriate plantings
- Low energy street lights
- Recycled material usage
- Low impact drainage practices

Point Range

1
0-3

0-2
1
0-3
1
2



Local Support

5 Points

- Greater than Minimum Local Match

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Local Match (5 point maximum)

- 1 point for each additional percent above minimum match

Point Range

0-5



Small City Preservation Program (SCPP)

- Intent
- What does it fund?

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Intent

- The legislature recognized that the small cities are unable to fully maintain and preserve their street infrastructure system
- Preserve and improve the condition of small city streets

What does it fund?

- Chip seal and overlay of existing paved streets and sidewalk maintenance in incorporated cities with populations less than 5,000



SCPP Requirements

- Eligibility
 - Agencies
 - Streets
- Requirements
 - Minimum local match
 - WSDOT concurrence
 - ADA ramps

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Eligible agencies

- Incorporated Cities with a population under 5,000

Eligible routes

- All paved public roads and existing sidewalks within the city limits are eligible
- Paving gravel streets is **not allowed**

Minimum local match

- Based on city assessed valuation updated annually by the Department of Revenue

Assessed Valuation

Minimum Match

- | | |
|----------------------------------|------------|
| • Under \$100 million | 0 percent |
| • \$100 million to \$500 million | 5 percent |
| • Over \$500 million | 10 percent |

No match is required for work that is being done as part of a WSDOT project

WSDOT concurrence

- Written WSDOT concurrence required for projects that intersect a state highway

ADA Ramps

- Existing ramps must be upgraded to current standards on an overlay project



SCPP Project Development

- Design Engineering
- Construction Engineering
- Construction Contract

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Design Engineering

- Design of project to develop plans, specifications and estimate

Construction Engineering

- Construction inspection and contract administration

Construction Contract

- Contract to complete approved scope of work



SCPP Project Type

- Overlay
- Chip Seal
- Sidewalk Maintenance

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Overlay

- Overlay of existing roadway
- Prep work
- Striping
- Minor drainage improvements
- Minor sidewalk repairs
- Requires ADA ramp upgrade to current standards

Chip Seal

- Chip seal of existing roadway
- Prep work
- Sweeping
- Striping
- Minor drainage improvements

Sidewalk Maintenance

- Repair of existing sidewalk and curb
- Minor drainage improvements
- ADA ramp upgrades only if the ramp is effected by the sidewalk maintenance work



SCPP Overlay Rating Criteria

Criteria	Points
Segment Rating	80
Agency Rating	20
Total Points	100

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	Point Range
Segment rating (80 point maximum)	
• Pavement condition rating (PCR)	0-60
▪ Optimum PCR range is 45 to 55	
• Type of route	
▪ TIB arterial	10
▪ Local access street	5
• Sidewalk maintenance	0-10
Agency rating (20 point maximum)	
• Economy of scale	10
▪ Documented response from provider required with application	
• Prior SCPP funding	0-5
• Agency PCR average	0-5



SCPP Chip Seal Rating Criteria

Criteria	Points
Segment Rating	70
Agency Rating	30
Total Points	100

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Segment rating (70 point maximum)

- Pavement Condition Rating
 - Optimum PCR range is 55 to 65

Point Range

0-70

Agency rating (30 point maximum)

- Economy of scale
 - Documented response from provider required with application
- Segment continuity
- Prior SCPP funding
- Agency PCR average

10

0-10

0-5

0-5



SCPP Sidewalk Maintenance Rating Criteria

Criteria	Points
Segment Rating	90
Agency Rating	10
Total Points	100

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	Point Range
Segment rating (90 point maximum)	
• Panel condition	0-60
Differential settlement, cracking, spalling	
• Pedestrian generators (30 point maximum)	
▪ Segment location	0-10
▪ Schools	0-15
▪ Public buildings	0-10
Agency rating (10 point maximum)	
• Economy of scale	5
▪ Documented response from provider required with application	
• Prior SCPP funding	0-5



SCPP Application Suggestions

- OVERLAY
 - Recommended request \$50K-200K
 - Pavement Condition Rating 35 to 65
 - Estimate should include prep work & striping
 - Sidewalk spot repair is allowed

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SCPP Application Suggestions

- **CHIP SEAL**
 - Recommended request \$10K-50K
 - Pavement Condition Rating 50 to 80
 - Sidewalk work not eligible
 - Estimate should include prep work & striping

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SCPP Application Suggestions

- SIDEWALK MAINTENANCE
 - Recommended request \$20K-100K
 - Not solely for ADA retrofits

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Other TIB Funding Opportunities

- Small City Federal Match Program
- City Hardship Assistance Program

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Small City Federal Match Program

- \$1 million available annually
- City must exhaust other funding options before applying for Small City Federal Match funding
- First-come, first-serve basis until funds are exhausted
- Non-competitive program
- Project must be eligible for SCAP, SP or SCPP
- TIB provides the required local match for the federal transportation grants

City Hardship Assistance Program

- Non-competitive program
- Provides funding for on-going maintenance of transferred state highways as defined in WAC 479-10-220
- Applications should be submitted by August 23rd, 2013.



Hints for Success

- Submit projects best fitting criteria
- Start applications early
- Answer all questions
- Include all attachments
- Contact your TIB engineer for help
- Application package postmarked no later than **August 23, 2013**

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Project Selection

- Board selects projects at **November 22, 2013** meeting
- Selected projects posted on the TIB website at www.tib.wa.gov after the meeting
- TIB will notify all agencies of the results

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