Transportation Improvement Board

Urban Programs

June 2013

Workshop Agenda

- Eligibility
- TIB applications
- Application cycle
- Recent changes
- Urban Arterial Program (UAP)
- Urban Sidewalk Program (SP)
- Arterial Preservation Program (APP)

Eligibility for TIB Urban Funding

- Agencies
- Streets
- WSDOT concurrence
- Within one year of project selection

Urban Funding Programs

Agencies
- Cities over 5,000 population
- Counties with federal urban areas

Streets
- Federally classified urban arterials within federal urban areas
- Streets must be classified before any TIB funds can be expended

WSDOT concurrence
- Written concurrence from WSDOT is required for projects that are on or adjacent to state highways

Within one year of project selection
- The following documentation is required:
  - Signed project funding status form confirming that the funding partners are fully committed
  - Adopted six-year transportation improvement plan (TIP) which lists the project
  - Signed fuel tax agreements
- TIB may cancel projects that do not submit the documentation within the one-year timeline

TIB Applications

- Where to find applications?
- How to submit TIB applications?
- When are applications due?
  - Postmarked by August 23, 2013

Urban Funding Programs

Where to find TIB applications?

- Download from TIB website at www.tib.wa.gov
- Save the form on your computer - It is not an on-line form

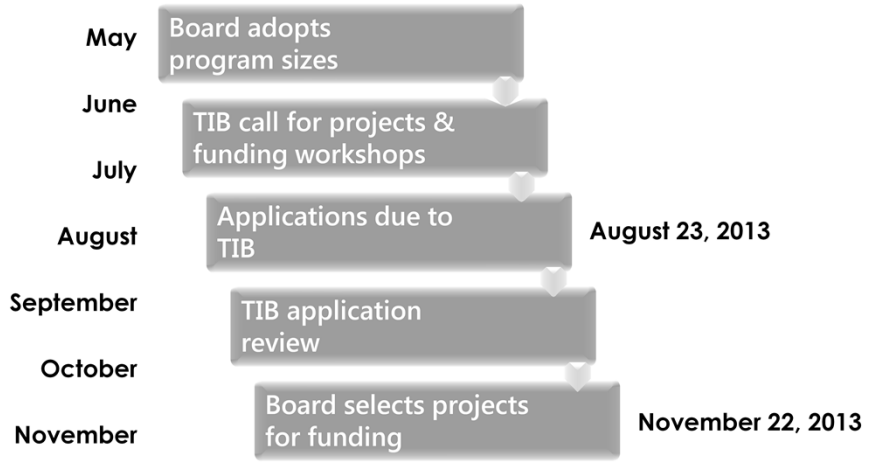
How to submit your TIB applications?

- Submit original application and attachments to TIB Office by US Mail at Post Office Box 40901, Olympia, WA 98504-0901
- Applications are not accepted by fax or email
- Engineer's estimate should included a contingency based on the complexity and issues associated with the project

When are applications due?

- Applications must be postmarked by Friday, August 23, 2013 to be considered for funding

Funding Cycle



Urban Funding Programs

Changes to Urban Programs

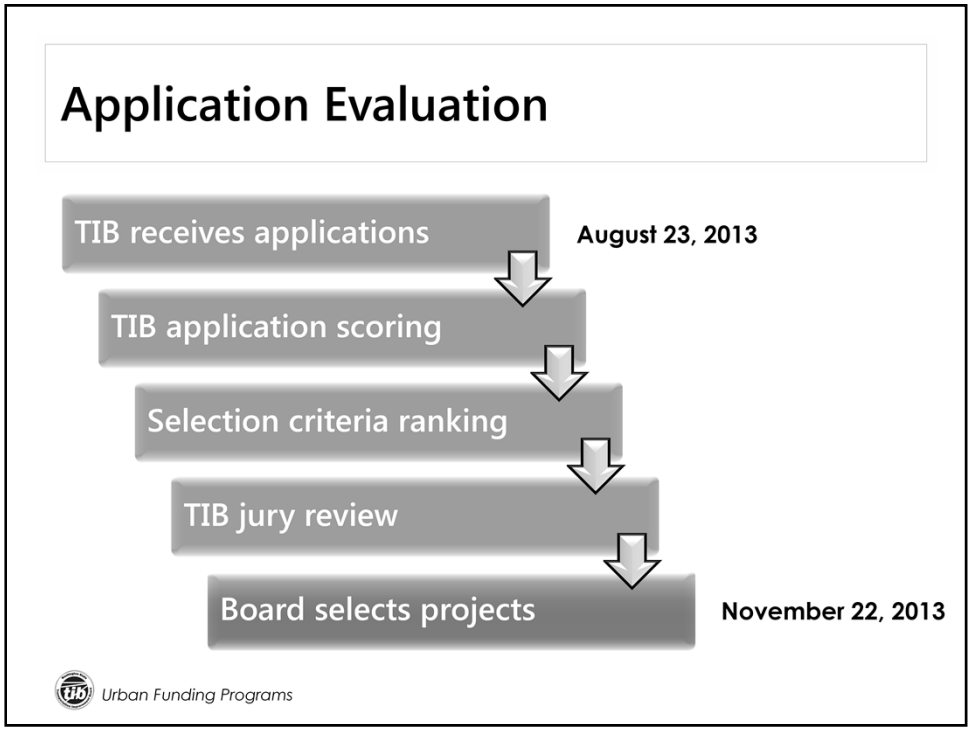
- UAP criteria banding
- Board direction
- Arterial Preservation Program (APP) funding

Urban Funding Programs

UAP criteria banding
- Criteria banding implemented in 2013

Board direction
- Emphasis on spot improvements and corridor projects
- Additional funding for Sidewalk Program

Arterial Preservation Program (APP) funding
- Legislature approved ongoing funding for APP



Application submittal
- Applications postmarked no later than August 23, 2013 compete for Urban funding

Application scoring
- Applications are entered and scored by TIB engineers
- TIB engineers review application information in field
- Application ratings are reviewed for accuracy and consistency

Selection criteria ranking
- All applications evaluated based on their rating

TIB jury review
- All ratings and rankings are juried by TIB staff to ensure accurate and consistent evaluation

Board selection
- Staff presents recommended projects to Board
- At the November 2013 meeting, the Board selects projects for funding

Urban Arterial Program (UAP)

Urban Arterial Program Goals

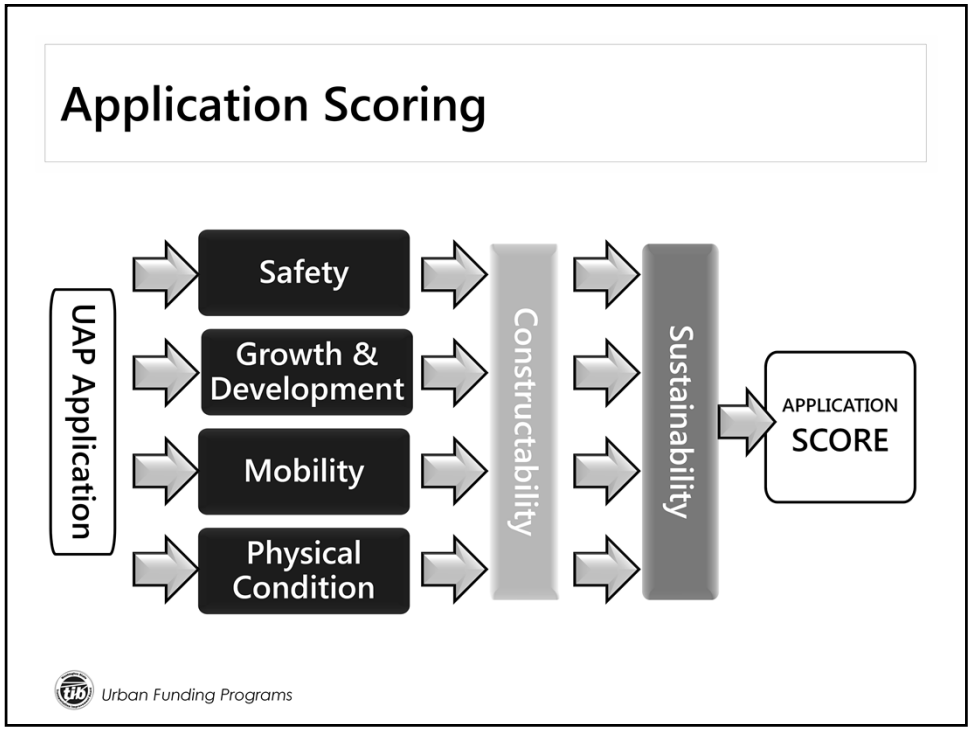
- Improve safety
- Support economic development
- Improve physical condition
- Improve mobility

Why Criteria Banding?

- Fixes the "Averaging Defect"
- Aligns with legislative charter
- Supports state transportation policy goals

Urban Funding Programs

- Fixes the "Averaging Defect"
  - Allows TIB to select highly ranked projects in a specific band
  - Projects only have to score well in one criteria band to be successful
- Aligns with legislative charter
- Ensures projects that support state transportation policy goals receive funding



Only one application is required to apply

Criteria for each band will be evaluated against the application

- Safety
- Growth & Development
- Mobility
- Physical Condition

All applications are evaluated using the following criteria

- Constructability
- Sustainability

UAP Project Characteristics

- Grant amount
- Project types
- Project scope

Urban Funding Programs

Grant amount
- Urban projects typically range from $1 million to $4 million
- Request the lowest amount needed to secure full funding between logical limits
- Funding limited by regional distribution

Project types
- Reconstruction - rebuild roadway base and surfacing
- Rehabilitation - provide pavement repair and treatment to extend roadway life
- New street - construct new connection in agency's arterial system

Typical project elements are:
- Site preparation
- Road base and surfacing
- Drainage necessitated by project
- Multimodal components
  - Sidewalk
    - Required on both sides by UAP rules
    - Deviations to omit sidewalk on one side may be requested at application for routes adjacent to railroad tracks or other hazardous areas
  - Bicycle facilities
    - Route must be on adopted agency bicycle plan to be eligible for UAP funding
  - Transit accommodations
    - Bus pullouts, transit stops, transit only lanes are allowed
- Traffic control
- Illumination
- Landscaping
  - Limited to 5 percent of eligible contract plus construction other costs

What UAP Can Fund…

- Design phase
- Construction phase

Urban Funding Programs

Eligible design phase work

- Development of contract plans, specifications and engineer's estimate
- Right of way
  - Acquisition of property required to construct the project
  - Administrative and legal costs associated with right of way acquisition
- Environmental permitting
- Cultural resource assessment
  - Required for most projects by Department of Archaeology & Historic Preservation (DAHP)
- Value engineering study
  - Required by TIB if project has complex features or issues

Eligible construction phase work

- Construction management to ensure adherence to project plans and specifications
  - Surveying and materials testing are considered part of construction engineering
- Completion of construction other
  - Required project work completed under a separate contract (e.g. railroad crossing work)
  - Purchase of equipment or material outside of the primary contract (e.g. signal equipment)
- Execution of primary contract

What UAP Does Not Pay For…

- Engineering and landscaping over allowable percentage
- Excess property
- Work outside of limits or scope
- Undergrounding overhead utilities
- New utilities or utility upgrades

Urban Funding Programs

What UAP does not pay for

- Engineering cost exceeding the limitations set in WAC 479-05-170
  - Design and construction engineering cannot exceed 30 percent of the eligible construction contract plus construction other cost
  - Construction ready projects are limited to 20 percent of the contract plus construction other cost
  - Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering
- Landscaping cost above the limitation set in WAC 479-05-130
  - Limited to five percent of the total eligible construction contract amount
- Right of way in excess of what is needed to construct the project
- Work outside of the project limits or approved scope
- Undergrounding of overhead utilities
  - Cost may be considered as part of the landscaping allowance
- New utilities or utility upgrades
  - Utility improvements are not eligible for TIB participation

UAP Criteria

Constructability 20 point max

- Applies to all bands
- Funding
- Construction readiness
- Ease of implementation

Urban Funding Programs

Criteria in this category evaluates the likelihood the project will successfully reach completion

Applies to all bands

Constructability (20 point max)	Point Range
• Funding (15 point max)	
– Match greater than required minimum	0-10
– Full funding in place	5
• Construction readiness and ease of implementation (10 point max)	
– Plans, specifications and estimate finished	0-3
– Permits completed	0-2
– Cultural resource assessment complete	0-2
– Right of way certified or not required at application	0-3
– No federal funding unless construction ready	1
– No sensitive areas or issues pending	0-2
– Use of accelerated construction methods	0-2
– No railroad impact	1
– Utility upgrades not needed	0-2

Sustainability 15 point max

- Applies to all bands
- Greenhouse Gas Emissions Policy
- Modal measures
- Energy measures
- Environment measures
- Recycling measures

Urban Funding Programs

Applies to all bands

This category evaluates if agencies are using sustainable design and well-tested, reliable techniques that have a strong track record

- Current sustainability criteria will remain in effect for 2013.
- In partnership with the University of Washington, the sustainability criteria are being updated. The new criteria are planned to be incorporated in 2014

Sustainability (15 point max)	Point Range
• Adopted greenhouse gas emission policy	1
• Modal measures (8 point max)	
– Completes gap in HOV system	3
– Adds HOV lanes in each direction	2
– Adds queue jump or transit only lane	1
– Peak hour transit buses (one point for every 2 buses)	0-3
– Sidewalk greater than TIB standard width &/or planter strip	0-3
– Bicycle facilities (Separated bike path or signed & striped bike lanes)	0-3
• Energy measures (4 point max)	
– Replace or install low energy street lighting	3
– Solar powered signage	1
• Environmental measures (4 point max)	
– Low Impact drainage practices	2
• Incorporate bio-swales, rain gardens or other low impact drainage practices	
– Hardscaping or climate appropriate planting	2
• Recycling measures (4 point max)	
– On-site grinding & reuse of pavement	2
– Use of base treatment to avoid over-excavation	2
– Use of stockpiled recycled materials	1

SAFETY

UAP Criteria Band

- The safety criteria have been modernized to reflect new standards.
- Principles outlined in AASHTO's 1st Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements
- Criteria are no longer based solely on past accident history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion

Safety — 65 point max

- Safety evaluation tool
- Countermeasures not included in safety tool
- Accident history

Urban Funding Programs

Safety (65 point max)	Point Range
Safety evaluation tool (40 point max)	
• Accident history	
– Must be the three most current years data	
– Request accident data from WSDOT as soon as possible	
• Increase in potential safety improvements score	0-15
• Decrease in predicted crash frequency	0-5
• Increase in crash modification factors score	0-20
• The safety evaluation tool uses the following information when evaluating your application: accident history, number of access points, average daily traffic (ADT) and number of objects in the clear zone	
Countermeasures (25 point max)	
Improvements must be added by the project to receive countermeasure points	
• Access control	
– Add non-traversable median	5
– Add center left-turn lane	5
– Add curb or physical separation	5
• Road diet	
– Narrow roadway prism	0-5
• Conversion to roundabout	0-10
– 5 points per conversion	
• Grade separation	
– Convert at-grade crossing to a grade separated crossing	0-4

GROWTH & DEVELOPMENT

UAP Criteria Band

- Coordinate with economic development opportunities
- Project location appropriate to serve site specific development

Growth & Development 65 point max

- Public support
- Private support
- Permitted development activity
- Location

Urban Funding Programs

Growth & Development (65 point max)	Point Range
Points are awarded for site-specific developing or redeveloping property, not awarded for development already in place	
• Public support (20 point max)	
– Utilities/zoning in place for site specific development	0-8
• Private support (20 point max)	
– Permitted development	0-15
– Private investment in public infrastructure	0-10
• Permitted development activity (15 point max)	
– Dwelling units constructed in the development	0-10
– Acreage of the development	0-5
– Jobs created by the development	0-10
• Location (10 point max)	
– Development location	0-5
– Project proximity	0-4
– Dependence of development on the project	0-3

PHYSICAL CONDITION

UAP Criteria Band

- Corrects physical and structural deficiencies

Physical Condition 65 point max

- Pavement condition
- Non-pavement condition
- Existing attributes
- Loading
- Sidewalk condition

Urban Funding Programs

Physical Condition (65 point max)	Point Range
• Pavement condition rating (30 point max)	
– TIB staff pavement condition rating (PCR)	0-30
– Ratings less than 70 receive points	
– Max points awarded for PCR of 40 and below	
• Non-pavement condition (12 point max)	
– Walls	0-4
– Storm water conveyance	0-4
– Bridges or culverts	0-6
– Slope stability	0-2
• Existing attributes (10 point max)	
– Illumination	0-2
– Fixed objects	0-2
– Access control	0-2
– Alignment	0-5
– Channelization	0-2
– Turning radius	0-2
– Sight distance	0-2
• Loading (10 point max)	
– Volume	0-4
– Truck Route Classification	0-4
– Buses	0-4
– NHS Route	3
• Sidewalk condition (5 point max)	0-5

MOBILITY

UAP Criteria Band

- Provides congestion relief
- Adds mobility components
- Improves network connectivity

Mobility 65 point max

- Congestion and Level of Service
- Network Connectivity
- Modal Access
- Mobility Features

Urban Funding Programs

TIB level of service calculations are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3

Mobility (65 point max)	Point Range
The following factors significantly influence the mobility rating: adding lanes or capacity, average daily traffic (ADT) of mainline and minor and major intersection legs	
Congestion and Level of Service (35 point max)	
• Significant congestion problem	0-10
• Increase in LOS within project limits	0-20
• Addresses congestion on the system or adjacent routes	0-10
• New route	0-20
• High volume	0-5
Network Connectivity (10 point max)	
• Complete/extend corridor improvements	0-6
• Complete gap/extend improvements	0-4
• What does the project connect to?	0-4
Modal Access (10 point max)	
• Improve transit access	0-4
• Improve connections to non-motorized access	0-2
• Improve freight facilities	0-6
Features (10 point max)	
• Relieves bottleneck	0-2
• Improves access to CBD or urban center	0-6
• Traffic signal interconnect	0-2

2013 Urban Arterial Program

$84.0M Target Program

Region	Funds	Percent
Puget Sound	$47.4M	56.4%
Northwest	$7.8M	9.3%
Northeast	$9.3M	11.1%
Southeast	$8.4M	9.9%
Southwest	$11.1M	13.2%

Urban Funding Programs

UAP Project Requirements

- At application
- Within one year of project selection

Urban Funding Programs

TIB requires the following for an application to be considered for funding:

- Sidewalk is required on both sides of the arterial
  - Must be hard surfaced
  - Must be separated from travel lane with physical barrier (e.g. curb, planter strip)
  - Minimum width of five feet with no obstructions
  - Must be ADA compliant
  - Request sidewalk deviations at application if **not** constructing sidewalk on both sides of the street
- Street must be classified as an urban principal arterial, urban minor arterial or urban collector on the Federal Functional Classification System
- The project must be on the agency's adopted Transportation Improvement Plan (TIP)
- The project must be consistent with agency and regional plans
- Written project concurrence from WSDOT is required for projects on or intersecting a state highway

Within one year of project selection, you must certify full funding of the project

- Projects that do not meet the one-year timeline may be cancelled by TIB
- Documentation verifying funding partner commitment is required

UAP Minimum Local Match

City Assessed Valuation	Local Match
Under $1.0 billion	10 percent
$1.0 to $2.5 billion	15 percent
Over $2.5 billion	20 percent

County Road District Valuation	Local Match
Under $3 billion	10 percent
$3 billion to $10 billion	15 percent
Over $10 billion	20 percent

Urban Funding Programs

Local match can come from any source that is not TIB

It is typically contributions from the lead agency, joint agency, federal and/or private sources

The local match requirement for your agency is shown when you select the agency name from the dropdown on the application form

The current published valuations from the Washington State Department of Revenue are used to determine required minimum local match:

Urban cities:

- If the city valuation is under $1.0 billion, the matching rate is 10% of eligible project costs
- If the city valuation is $1.0 billion to $2.5 billion, the rate is 15% of eligible project costs
- If the city valuation is over $2.5 billion, the rate is 20% of eligible project costs

Urban counties:

- If the road levy valuation is under $3.0 billion, the rate is 10% of eligible project costs
- If the road levy valuation is between $3.0 billion to $10.0 billion, the rate is 15% of eligible project costs
- If the road levy valuation is over $10.0 billion, the rate is 20% of eligible project costs

UAP Application

UAP Application

2013 Urban Funding Application
for Urban Arterial Program (UAP)

Mail your signed application and required attachments to the TIB Office no later than **August 23, 2013**.
The mailing address for the TIB Office: Post Office Box 40901 • Olympia WA 98504-0901

Agency Name _____ Legislative District(s) _____
Arterial Name _____ Congressional District(s) _____
Project Limits _____ Find Legislative or Congressional District
Length in Miles _____
Federal Route _____ Functional Class _____
Agency Contact _____ Phone Number _____
Email Address _____

BRIEF DESCRIPTION

Fill out this section before continuing the rest of the application
Enter Requested Total TIB Funds _____
Project Type _____
Is this project an intersection only? _____
Is this project construction ready? _____
Does this project support a specific economic development site? _____
Is this a National Highway Safety (NHS) Route? _____

Enter completed or target dates	Date
Start Design Engineering	
Environmental Documentation Complete & Permits Approved	
Right of Way Acquisition Complete	
PS&E Complete	
Contract Advertisement	
Contract Completion	

Urban Funding application
Revised 8/6/13

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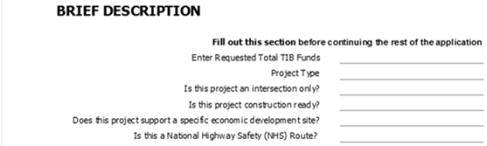


BRIEF DESCRIPTION

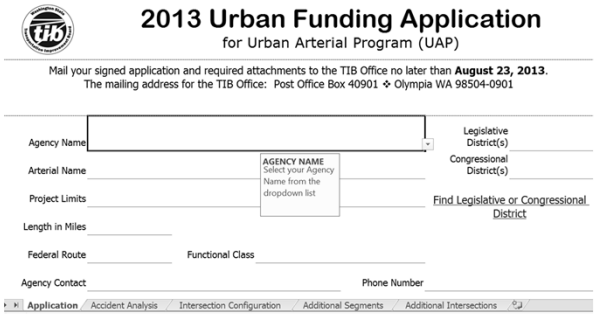
Fill out this section before continuing the rest of the application
Enter Requested Total TIB Funds _____
Project Type _____
Is this project an intersection only? _____
Is this project construction ready? _____
Does this project support a specific economic development site? _____
Is this a National Highway Safety (NHS) Route? _____

Urban Funding Programs

- Use the dropdown fields where provided
- Fill out the information in the Brief Description section before completing the remainder of the application
  - Your answers will determine the sections and tabs of the application you need to complete
  - If you select **no** for *Does this project support a specific economic development site*, the Growth and Development section is not required
  - If you select **yes** for *Is this project construction ready*, the PS&E, right of way, environmental review and cultural assessment must be complete at the time of application and project must go to bid by spring 2014

Application Tabs

- Complete for all applications
- Complete tab only if applicable



Urban Funding Programs

Required for all applications

- Application
  - General project information including estimated project cost, funding partners, schedule, description of existing conditions and project scope
- Accident Analysis
  - Enter each accident location and associated information
  - Select accident location from dropdown list

Complete tab if applicable

- Intersection Configuration
  - Complete this tab if your project is an INTERSECTION ONLY
- Additional Segments
  - Complete this tab if you have more than two segments
  - Segments have similar configuration throughout their limits
  - Add a new segment when the existing or proposed configuration changes
- Additional Intersections
  - Enter data on this tab if you have more than two intersections

Segments and Intersections

Is this an intersection only project?

○ Yes ◉ No **Fill out the segment and intersection details in rows 111 to 136 and and rows 141 to 151**

Enter the existing and proposed geometrics for each segment. If the project is an intersection only, skip this section

	SEGMENT ONE		SEGMENT TWO	
Section Termini	1st to Elm St		Elm St to Maple Ave	
Length (in feet)				
Daily Traffic Volume				
	Existing	Proposed	Existing	Proposed

INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each **major** intersection

	INTERSECTION ONE		INTERSECTION TWO	
Intersection location	Elm and 1st		Maple and 2nd	
Major Approach Daily Volume				
Minor Approach Daily Traffic Volume				
	Existing	Proposed	Existing	Proposed

Urban Funding Programs

Identify each segment and intersection and fill out the geometrics and features for existing and proposed

- Create a new section when the geometrics of the street change (e.g. two lane section to three lane section)

If an Intersection Only project

- Fill out intersection configuration tab
- Do not fill out segment information

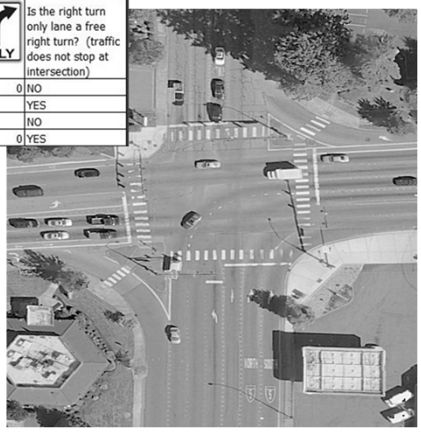
The average daily traffic (ADT) of mainline and minor and major intersection legs significantly influence the safety rating

- Current counts important to receive accurate score

Intersection Configuration

Enter the number of lanes of each type for each leg of the intersection?

	Left	Left-Through	Left-Through-Right	Through	Through-Right	Right	Left-Right	Is the right turn only lane a free right turn? (traffic does not stop at intersection)
South Bound	1	0	0	1	1	0	0	NO
West Bound	2	0	0	2	0	1		YES
North Bound	1	0	0	1	0	2		NO
East Bound	1	0	0	2	0	1	0	YES



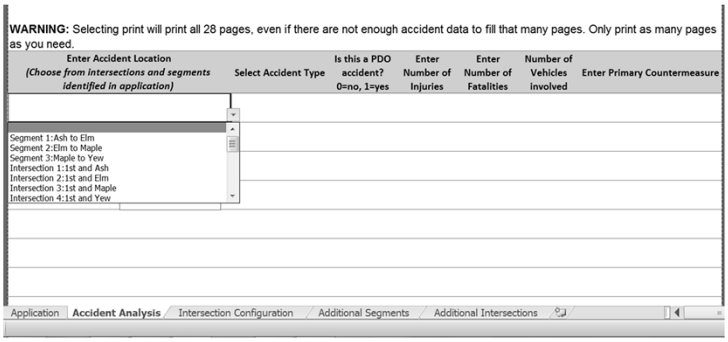
Urban Funding Programs

For INTERSECTION ONLY projects

- Identify each lane type by direction

UAP Accident Analysis

- Note each accident by location
- Accidents cannot be grouped



Urban Funding Programs

Accident location

- Select accident location from dropdown list
- Dropdown list shows all entered segments and intersections

Enter accident information and countermeasures for **each** accident on a separate line

- Do not skip lines when entering data

Urban Sidewalk Program (SP)

Sidewalk Program Goals

- Improve pedestrian safety
- Create system continuity
- Link pedestrian generators

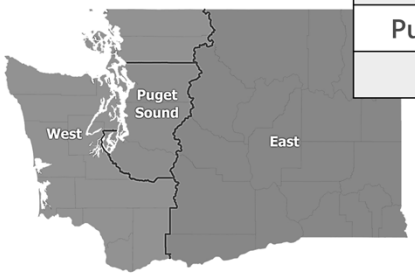
Urban Funding Programs

- Improve pedestrian safety and enhance pedestrian mobility by providing access, system continuity and connectivity
- Projects provide facilities for transportation not recreation

2013 Urban Sidewalk Program

$4.0M Target Program

Region	Funds	Percent
East	$0.8M	21.2%
Puget Sound	$2.3M	56.3%
West	$0.9M	22.6%



Urban Funding Programs

Sidewalk Program funding is distributed to three regions

Sidewalk Program Requirements

- Sidewalk
  - 5-foot minimum clear width
  - Comply with ADA guidelines
- 20 percent minimum local match
- Certification of full funding within one year

Urban Funding Programs

Sidewalk must:

- Have a minimum width of five feet with no obstructions
- Have a hard surface (e.g. concrete, asphalt)
- Comply with ADA guidelines
- Be separated from travel lanes with physical barrier (e.g. curb, bio-swale)

Minimum local match

- 20 percent local match required for all sidewalk projects
- All committed funds not from TIB are considered local match

Sidewalk Program Project Characteristics

- Project funding
- Project types
- Typical scope

Urban Funding Programs

Typical project request
- Submit projects with logical limits
- Typical project requests range from $100K to $400K
- Limited by regional funding distribution

Project types
- New sidewalk construction
- Complete gaps
  - Fill in missing sections to provide a continuous pedestrian system
- Extend existing sidewalk
  - Construct new sidewalk to extend the existing pedestrian system
- Reconstruction
  - Remove and replace existing sidewalk

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

What the Sidewalk Program Pays For…

- Design phase
- Construction phase

Urban Funding Programs

The following activities are part of a sidewalk project:

Design phase

- Design engineering required to complete plans, specifications and engineer's estimate
- Environmental permitting if required
- Cultural resource assessment as directed by the Department of Archaeology & Historic Preservation (DAHP)
- Right of way acquisition is **not** eligible under the Urban Sidewalk Program and **cannot** be used as local match

Construction phase

- Construction management to ensure adherence to project plans and specifications
- Execution of primary contract
- Completion of Construction Other
  - Required project work completed under a separate contract (e.g. railroad crossing work)
  - Purchase of equipment or material outside of the primary contract (e.g. signal equipment)

What the Sidewalk Program Does Not Pay For…

- Engineering and landscaping over allowable percentage
- Right of way
- Work outside of limits or scope
- Undergrounding overhead utilities

Urban Funding Programs

What the Sidewalk Program does not pay for

- Engineering cost exceeding the limitations set in WAC 479-05-170
  - Design and construction engineering cannot exceed 30 percent of the eligible construction contract plus construction other cost
  - Construction ready projects are limited to 20 percent of the contract plus construction other cost
  - Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering
- Landscaping cost above the limitation set in WAC 479-05-130
  - Limited to five percent of the total eligible construction contract amount
- Right of way acquisition is not eligible
- Work outside of the project limits or approved scope
- Undergrounding of overhead utilities
  - Cost may be considered as part of the landscaping allowance

Sidewalk Program Rating Criteria

Criteria	Points
Pedestrian safety	55
Pedestrian connectivity	30
Sustainability	10
Local support	5
Total Points	100

Urban Funding Programs

Pedestrian Safety 55 point max

Criteria	Points
Existing conditions	30
ADA barriers	3
Pedestrian accident history	25
Pedestrian safety hazards	15

Urban Funding Programs

The following factors are evaluated:

- Existing conditions
  - Posted speed
  - Where pedestrians currently walk
    - Travel lane, shoulder or existing sidewalk
- ADA barriers
  - All barriers must be eliminated by the project to receive points
- Pedestrian accident history
  - Pedestrian only accidents receive 5 points per incident
  - Pedestrian/vehicle accidents receive 10 points per incident
  - Request collision data from WSDOT
    - Submit your request to WSDOT as soon as possible
  - Hazards attributed to accidents must be mitigated by the project to receive points
  - Accident report must be included with application to receive points
- Pedestrian safety hazards
  - Must be corrected by the project to receive points
  - Hazards evaluated for severity and frequency

What are Safety Hazards?

- Sight distance
- Deep ditches
- Truck and traffic volumes
- Obstructions
- Existing lighting
- Drainage/snow issues
- Posted school zone

Urban Funding Programs

- Sight distance
  - Deficiencies in horizontal, vertical or irregular intersection alignment are evaluated
  - Points based on severity of condition
- Deep ditches
  - Depth and proximity to road evaluated
- Truck volume
  - Type of trucks (semi or delivery) and location of project considered
- Traffic volume
  - Routes with 2,500 vehicles/day and above receive points
  - Maximum points given for routes above 10,000 vehicles/day
- Obstructions
  - Project must move, eliminate or protect obstruction(s)
  - Points based on frequency and severity of obstruction to pedestrian
  - Obstructions include ditches, power poles, mail boxes, parked cars and vegetation
- Existing lighting
  - Project must add or upgrade lighting
- Drainage/snow issues
  - Conditions obvious by visual inspection or include photographs showing issue(s)
- Posted school zone
  - Posted school zone must be within project limits

Pedestrian Connectivity 30 point max

Destination	Points
CBD or commercial development	5
Industrial area	3
Schools	9
Public facilities	6
Recreational facilities	5
Medical facilities	3
Senior center or housing	2
Signed transit stop	2
Sidewalk connectivity	5

Urban Funding Programs

What is pedestrian connectivity?

- Improved or added pedestrian access to destinations to create continuous systems

How is it rated?

- Destinations served by project
  - Destinations include central business district, commercial development, industrial areas, schools, public facilities, developed recreational areas, medical facilities, senior facilities and transit stops
  - Points assigned based on type of facility and access provided
    - Direct access
      - Facility is within the project limits
    - Indirect access
      - Facility is within 2-3 blocks of the project limits
      - Project extends access to facility outside of project limits served by ADA-accessible sidewalk
- Sidewalk connectivity
  - Completes gap(s) in sidewalk system
    - Receives 5 points
  - Extends existing sidewalk system
    - Receives 3 points

Sustainability 10 point max

Category	Points
Adopted greenhouse gas policy	1
Sidewalk /planter strip wider than TIB std	3
Sidewalk network development	2
Low energy lighting or signage	3
Recycled material usage	1
Low impact drainage practices	2

Urban Funding Programs

Points shown are the maximum allowed per category

Adopted greenhouse gas emissions policy

- Agency has adopted policy addressing greenhouse gas emission

- Sidewalk and planter strip wider than TIB standard
  - Sidewalk greater than the 5-ft minimum and/or adding a planter strip (3 ft min)
- Sidewalk network development after project is complete
  - Sidewalk on both sides receives 2 points
  - Sidewalk on one side receives 1 point
- Low energy lighting
  - Installation of low energy lighting or signage receive up to 3 points
- Recycled material
  - Use of recycled materials receives 1 point
- Low impact drainage practices
  - Points assessed for incorporating low impact drainage practices such as rain gardens and bio-swales

Local Support

5 point max

- What is local support?
- How is it rated?

Urban Funding Programs

What is local support?

- Funds committed to the project that are not from TIB
- Local support is typically lead agency, federal and/or private funding

How is it rated?

- 1 point for each 1 percent above 20 percent minimum local match

Arterial Preservation Program (APP)

Arterial Preservation Program (APP)

- Who is eligible? APP Cities
- Which streets are eligible?
- Target program size $7 million
- Local match
- WSDOT concurrence

Urban Funding Programs

Who is eligible?

- Urban cities with assessed valuation less than $2 billion
- Eligibility evaluated annually
- Currently 68 cities are eligible to receive APP funding
- Valuations from the Washington State Department of Revenue

Which streets are eligible?

- Eligible routes are designated as one of the following urban federal functional classifications:
  - Principal arterial, minor arterial or collector
  - City-owned streets

Target program is $7.0 million

Minimum local match required

- If the city valuation is under $1.0 billion, the matching rate is 10% of eligible project cost
- If the city valuation is $1.0 billion to $2.0 billion, the rate is 15% of eligible project cost
- All committed funds not from TIB are considered local match

WSDOT concurrence

- Written project concurrence from WSDOT is required with application if project ties into a state highway

Typical Project Development

- Design phase
- Construction phase
- Typical project scope

Urban Funding Programs

Design phase
- Design engineering to develop plans, specifications and engineer's estimate

Construction phase
- Construction management to ensure adherence to project plans, specifications and scope
- Construction contract

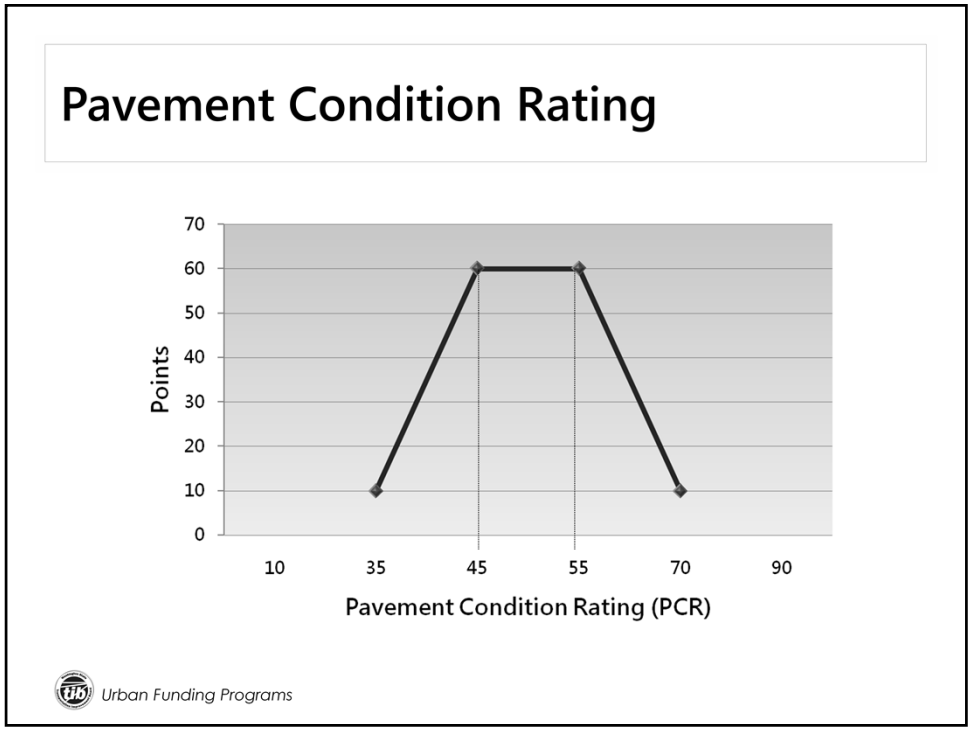
Typical project scope
- Road preparation
- Overlay
- ADA ramp upgrade
  - Existing ramps must be upgraded to current standards
- Non-eligible elements
  - Landscaping
  - Drainage
  - Illumination
  - Construction of new sidewalk

APP Rating Criteria

Criteria	Max Points
Agency Rating	**15**
Segment Rating	**85**

Urban Funding Programs

	Point Range
Agency rating (15 point max)	
• Economy of scale	0-10
– Requires written response from provider	
– Up to 10 points awarded	
• Prior APP funding	0-5
– No previous APP funding receives 5 points	
– APP funding last year receives 0 points	
Segment rating (85 point max)	
• Each segment score based on existing pavement condition rating (PCR)	0-60
• Route classification	
– Principal arterial	15
– Minor arterial	10
– Collector	5
• Sidewalk maintenance	
– No sidewalk or existing sidewalk with compliant ADA ramps	10
– Existing non-compliant ADA ramps	5
– No existing sidewalk ramps	0



Pavement Condition Rating	Point Range
• TIB Engineer field reviews all segments	
• Each segment scored based on its pavement condition rating (PCR)	
• Segments with PCR between 35 and 70	10-60
– Maximum points for PCR between 45 and 55	
– Optimal range for overlay	

Questions