



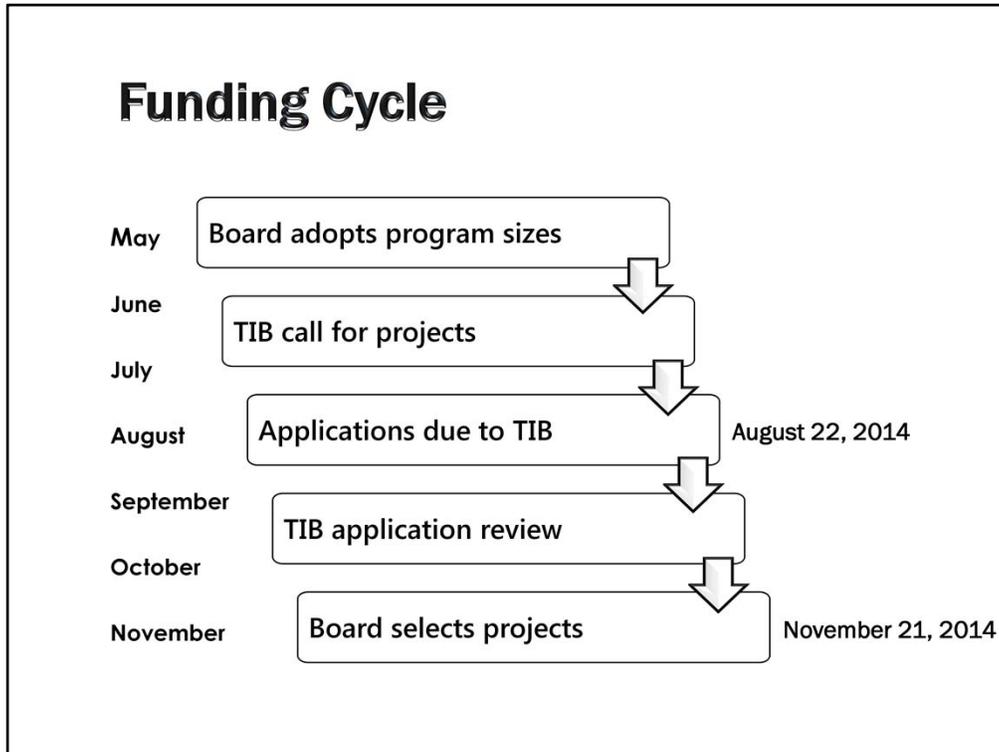
Washington State
Transportation Improvement Board

Small City Funding Programs

June 2014

Today's Agenda

- Funding cycle overview
- Small City Arterial Program (SCAP)
- Small City Sidewalk Program (SCSP)
- Small City Federal Match Program



Where to find TIB applications

- Download from TIB website at www.tib.wa.gov

How to submit your TIB applications

- Submit original application and attachments to TIB Office at Post Office Box 40901, Olympia, WA 98504-0901
- Applications are not accepted by fax or email

Application submittal

- Applications postmarked no later than August 22, 2014

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

Board selection

- Staff presents recommended projects to Board
- At the November 2014 meeting, the Board selects projects for funding

Small City Arterial Program (SCAP)

- Projects restore and improve the arterial roadway system consistent with local needs
 - Address safety
 - Improve arterial street conditions
 - Connect public facilities

SCAP Regional Distribution

- \$12 Million Statewide



Region	Funds	Percent
East	\$6.6M	55%
Puget Sound	\$2.0M	17%
West	\$3.4M	28%

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
- WSDOT concurrence

Eligibility

- Incorporated cities and towns with populations less than 5,000 are eligible
- TIB Arterials
 - Must 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
 - TIB Arterial maps for your agency are available at the following link:
<http://www.tib.wa.gov/TIBDashboard/index.cfm?PCR>
 - To access the map
 - Click on your county
 - Click on your city
 - Select Street Classifications from the lower right hand corner of the screen

Minimum local match

- Population under 1,000 – no match required
- Population over 1,000 – five percent of total project cost
- Certification of full project funding is required within one year of project selection

WSDOT concurrence

- Written WSDOT concurrence required with application for projects on or connecting to a state highway right of way

SCAP Project Attributes

- Project types
- Design requirements
- Typical grant amount



Project types

- Full reconstruction - rebuild roadway base and surfacing
- Full depth reclamation – recycling the existing roadway
- Overlay – provide pavement repair and add surfacing
- New street - construct new connection in agency's arterial system

Design requirements

- Proposed section must meet AASHTO standards at a minimum
- Sidewalk is required on one side of the street
 - Must be ADA compliant
 - Minimum width five feet clear
 - Hard, smooth surface (concrete, asphalt)
 - Separated from travel lanes with curb or physical barrier (e.g. drainage swale)

Typical Grant Amount

- Typical funding ranges from \$300,000 to \$750,000 per project
- Contact your TIB Engineer if your application is outside of the typical funding range

Typical Project Elements

- Site prep
- Traffic control
- Roadway
- Stormwater
- Illumination
- Landscaping
- Non-motorized components

Typical project elements include:

- Site preparation
- Traffic control
- Road base and surfacing
- Stormwater improvements
- Illumination
- Landscaping
 - Limited to five percent of the eligible contract cost plus construction other
- Sidewalk
 - Required on at least one side of street

What SCAP Pays For...

- Design
- Right of Way
- Construction

TIB can participate in the cost of the following:

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
 - Legal and administrative fees associated with right of way acquisition

Construction

- Construction engineering
 - Contract administration, construction inspection, surveying & material testing
- Construction other
 - Work completed by local forces, utilities &/or railroad outside of the primary contract
- Construction contract
 - Contract to complete approved scope of work

What SCAP Does Not Pay For...

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



- 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 plus construction other
- Right of way in excess of what is needed to construct the project
- Work outside of the project limits or approved scope
- New utilities or utility upgrades

SCAP Rating Criteria

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

Safety

40 point max

- Collision data
- Safety hazards
 - Hazards
 - Existing conditions

Collision data (15 point maximum)

- Property damage only
- Injury
- Fatality

Point Range

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

Request collision data from WSDOT as soon as possible

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, and 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) | 0-3 |

Pavement Condition 30 point max

- Existing pavement condition
 - Reconstruction or full depth reclamation
 - Overlay
- New street



Existing pavement condition (30 point maximum)

- TIB staff determine the pavement condition rating (PCR)
 - Reconstruction or full depth reclamation projects
 - Projects with PCR between 0 and 65 receive points
 - Optimal range is 35 and below
 - Overlay projects
 - Projects with PCR scores between 30 and 65 receive points
 - Optimal range is 40-50
- New street
 - Points based on significance of the road

Point Range
0-30

10-15

Local Support

20 point max

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

Local match (5 point maximum)	Point Range
• 1 point for every one percent above minimum match	0-5
Network development (5 point maximum)	
• Extends improvements	0-3
• Completes gap	0-5
• 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	0-5
- Commercial development (2 points per facility)	0-5
- Industrial area	0-3
- Schools (2 points per facility)	0-6
- Public facilities (2 points per facility)	0-6
- Medical facilities	0-5
- Senior housing	0-2

Sustainability

10 point max



Sustainability (10 point maximum)

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

Small City Sidewalk Program (SCSP)

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

SCSP Regional Distribution

- \$3.0 Million Statewide



Region	Funds	Percent
East	\$1.7M	55%
Puget Sound	\$0.5M	17%
West	\$0.8M	28%

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

Sidewalk Program Requirements

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

Eligibility

- Incorporated cities and towns with populations less than 5,000 are eligible
- TIB Arterials
 - Must 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 – five percent of total project cost

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 are on or connecting to a state highway right of way

Typical grant size

- Typical funding ranges from \$100,000 to \$250,000 per project
- Contact your TIB Engineer if the application is outside of the typical funding range

What Sidewalk Program Pays For...

- Design
- Construction



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

Sidewalk Project Attributes

- Project types
- Typical scope
- Non-eligible work

Project types

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

Typical scope

- Site preparation
- Sidewalk
- ADA ramps
- Stormwater improvements required due to sidewalk construction
- Illumination
- Landscaping
 - Limited to five 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 or utility upsizing
- Replacement of utilities not impacted by the project

Sidewalk Program Rating Criteria

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

Pedestrian Safety

55 point max

- Existing conditions
- Collision history
 - Request collision data from WSDOT
- Existing hazards

Existing condition (30 point maximum)

	Point Range
- Posted speed	0-10
- Pedestrian walking route	
o In travel lane	20
o On shoulder	0-18
o On sidewalk	0-18

Collision history (25 point maximum)

- Correctable Pedestrian/Vehicle crash	0-20
▪ 10 points per correctable accident crash	
- Correctable Pedestrian Only incident	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 point max

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

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 (3 points per facility)	0-9
- Public facilities (2 points per facility)	0-6
- Recreational facilities	0-5
- Central business district	5
- Commercial area (2 points per facility)	0-5
- Industrial area	0-3
- Medical facilities	0-3
- Senior housing	0-2
- High density housing	0-2
- Signed transit stop	0-2
Sidewalk continuity (5 point maximum)	
- Completes gap	5
- Extends existing sidewalk	3

Sustainability

10 point max



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

0-1
0-3

0-2
0-1
0-3
0-1
0-2

Local Support

5 point max

- Local Match above minimum required
 - 1 point for each 1 percent above minimum match

Small City Preservation Program (SCPP)

SCPP preserves the condition of small city streets and sidewalks

- Program not offered in 2014 due to lack of sufficient funds
- Program is anticipated to be offered in 2015

Small City Federal Match Program

TIB provides the required local match for federal transportation funding

- \$1 million available annually
- First-come, first-serve basis until funds are exhausted
- Non-competitive program

Project must meet eligibility requirements for SCAP, SP or SCPP

Project Selection

- Board selects projects at **November 21, 2014** meeting
- Selected projects posted on the TIB website at www.tib.wa.gov after the meeting
- TIB will notify all agencies of the results

Project Administration

- Submit within one year of project selection
 - Signed Project Funding Status Form
 - Signed Fuel Tax Agreements
 - Adopted transportation improvement program
- Project issues
- Project billings

Within one year of project selection submit the following

- Signed project funding status form confirming that the funding partners are fully committed in accordance with RCW 47.26.084
- Signed fuel tax agreements
- Adopted six-year transportation improvement program (TIP) which lists the project
 - Projects selected in the priority array must be included in the local agency's six-year TIP prior to receiving TIB authorization to proceed on the project

Issues may arise during development and construction of your project

- Contact your TIB Project Engineer to discuss any of the following issues/conditions:
 - Schedule delays
 - Funding shortfalls
 - Changes to approved scope/project limits
 - Change orders during construction

TIB expects agencies to request payment regularly during the life of the project

- Submit billing requests as costs are incurred
- Design phase - Submit payment requests to TIB at least quarterly during design phase
- Construction phase - Request payment from TIB monthly during construction of the project

What's on the Horizon

- Small city process improvement project

Small city process improvement project

- Review in progress of programs that serve small cities
- TIB will solicit small city feedback to proposed changes

TIB Project Engineers



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Questions & Evaluations