TIB Topics

Updates from the Transportation Improvement Board ▪ October 2014

Grant awards to be announced November 21, 2014

TIB received $294 million in funding requests for the 2014 grant cycle. Grant awards will be finalized at the TIB Board meeting in Everett on Friday, November 21, 2014 and posted on the TIB website that afternoon. A snapshot of the number of applications received and funds requested is below.

Funding Program	Applications Received	Approximate Funding Levels	Requested TIB Funds	Total Project Costs
Urban Arterial Program	102	$75 million	$234 million	$522 million
Urban Sidewalk Program	46	$5 million	$17 million	$27 million
Small City Arterial Program	58	$12 million	$30 million	$35 million
Small City Sidewalk Program	49	$3 million	$13 million	$15 million
Total	**255**	**$95 million**	**$294 million**	**$598 million**

New Urban Arterial Program criteria better meets local agency & TIB goals

In 2013, the TIB updated its selection criteria for the Urban Arterial Program. Criteria were modernized to make a stronger connection to statewide transportation policy goals and to give agencies clearer guidelines for competitive TIB projects. Eligible agencies for the Urban Arterial Program remain the same (cities with a population of 5,000 or more, and counties with urban areas), and the program continues to fund federally classified arterials.

Previously, TIB operated two grant programs for urban agency construction projects: Urban Arterial Program (UAP) and Urban Corridor Program (UCP). To score well in either program, projects generally needed to meet a combination of factors, such as poor street condition and safety concerns. The new criteria identifies the strongest projects in one of four areas, called "bands." These bands are: safety, growth and development, mobility, and physical condition. Additionally, all projects are rated on constructability and sustainability.

Projects are chosen in a round-robin fashion, with the highest project in each band selected first. Additional projects are selected until either project quality drops below a particular point or regional funds are exhausted. For example, TIB expects to see fewer growth and development projects and more mobility and physical conditions projects.

Safety	Potential for Accident Reduction	Predicted Crash Frequency	Counter Measures	New Safety Features
Growth & Development	Public Support	Private Support	Quality	Location
Physical Condition	Pavement Condition	Non-Pavement Failure	Loading and Usage	Significant Design Flaws
Mobility	Congestion and Level of Service	Network Connectivity	Modal Access	Mobility Features

+

Sustainability	Constructability
Modal	Funding Sources
Energy	Construction Readiness
Environment	Ease of Implementation
Recycling	Full Funding

Preservation Programs not offered in 2014 grant cycle

In recent years, the TIB provided two preservation programs: the Small City Preservation Program (SCPP) for cities below 5,000 population and the Arterial Preservation Program (APP) for cities with a population of 5,000 or greater and AV below $2 billion.

With Highway Safety Account funds, the APP expanded paving assistance to urban cities. However, due to statewide budget pressures, funds are at risk for the 2015-2017 biennium. If funds are not appropriated, the program will not continue. A portion of the SCPP is also funded by the Highway Safety Account. If Highway Safety Account funds are not provided for this purpose, this program will continue, but with fewer resources.

Legislative update

Like many state agencies, TIB is gearing up for a difficult legislative session. With several large state-wide transportation issues putting greater pressure on the transportation budget, TIB is working to ensure funds previously appropriated to the agency continue into the next biennium. Below is TIB's 2015-17 legislative agenda:

Maintain current base revenues. Under current law, fuel tax revenues are deposited into two TIB accounts to support the Urban Arterial Program, the small city programs, and the sidewalk programs. In order to pay for current projects, these funds must continue to be appropriated.

Continue to appropriate funds from the Highway Safety Account. In the 2013-15 biennium, TIB received $10 million from the Highway Safety Account to fund the Arterial Preservation Program (APP), a portion of the Small City Preservation Program (SCPP), and the Low-Energy Streetlight Demonstration Project. In order to provide the APP, fund the SCPP at the same level, and begin a LED Streetlight Program, funds must be appropriated.

Provide additional funds for TIB in new revenue proposal. Over the past few years, House and Senate transportation committee chairs have been working towards agreement on a new revenue proposal. In the event that a revenue proposal passes, funds for TIB should be included in order to assist local governments with transportation needs.

Local government assistance for fish passage barrier correction. During the 2014 legislative session HB 2251 passed, which established a coordinated approach to address the removal of fish passage barriers. TIB is working with legislators to ensure fish barrier is recognized as a multi-jurisdictional issue.

LED Streetlight Demonstration Project shows positive results

TIB's LED streetlight demonstration project evaluated the cost, complications, and benefits of replacing outdated streetlights in small cities with low-energy lights. The project's purpose was to create savings by reducing electrical usage so small cities' lights can stay on and more funds could be directed to street preservation. Six cities were selected for the pilot project based on geographic location and the various utility providers serving the community. By fall 2014, all pilot cities will have nearly all streetlights retrofitted to newer, more efficient LED technologies.

Project achievements: More than 1,900 high pressure sodium lights replaced with new LED technology. Small cities lack the capital budget to replace aging infrastructure and therefore aren't able to take advantage of savings associated with LED lights. Investing energy bill savings into street preservation could make a large impact on street condition.

Return on investment: Preliminary results show the project pay-back period is five years, which includes total cost and all benefits (both financial and environmental). For every $1 spent, the investment is expected to return $2.34 over a 15-year analysis period.

What's next? TIB requested funding in the 2015-17 budget to expand this program in order to save and reinvest street funds, and meet energy efficiency goals outlined in Executive Order 14-04.

TIB working to re-engineer Small City programs

The TIB is working to develop a new funding methodology for small city programs that would build from successes achieved during the Red Town Initiative and SCPP criteria that targets road maintenance opportunities based on economies of scale. The project goal is to establish and maintain the integrity of small city street infrastructure in a cost efficient manner.

Current recommendations are:

Fund small city projects on a two-year cycle – This change would enable greater efficiency by funding larger-scoped projects and reducing mobilization costs. Efficiency would also be gained in the application process since small cities will be able to stage multiple projects.

Customers apply for grant funding with one application (not three) – Currently TIB programs are split along funding source lines. A single project may be eligible for different programs, causing cities to submit multiple applications for the same project. This change would allow an agency to submit a single application and TIB staff to determine the funding source based on eligibility.

Reconsider TIB arterial classifications – According to RCW, TIA funds can only be spent on roads classified as an arterial per rules established by the Board. The current definition of arterial is narrow allowing only a few small city streets to be identified as such. In reality, most small city streets are homogenous providing the same utility. This change would allow more roads to be eligible for TIA funding (currently funding 87% of the small city program).

Increase the roll of utility condition – Cities do not always know the condition of their utility system beneath the road until construction begins. This change would ensure that agencies know the condition of their utilities prior to applying to TIB for funds. It would also require that agencies spend more time developing a holistic construction plan that incorporates utility upgrades.

Reduce the number of miles using reconstruction – Reconstruction is the most expensive form of treatment. Other lower-cost treatments exist, but are not readily used. This change would encourage the use of lower-cost treatment types when appropriate, based on the condition of the pavement and the project being constructed.

Do assessments in selected towns – Currently inefficiencies exist in funding small projects. Taking a holistic look at a subset of city transportation systems could achieve more comprehensive work that aligns with TIB goals. This change would institute assessments for either very small towns and/or towns with very large needs.

Enable larger-fix projects – This change would use assessments and a two-year funding cycle to fund larger projects that increase economies of scale, avoid unnecessary project staging, and reduce administrative costs.