

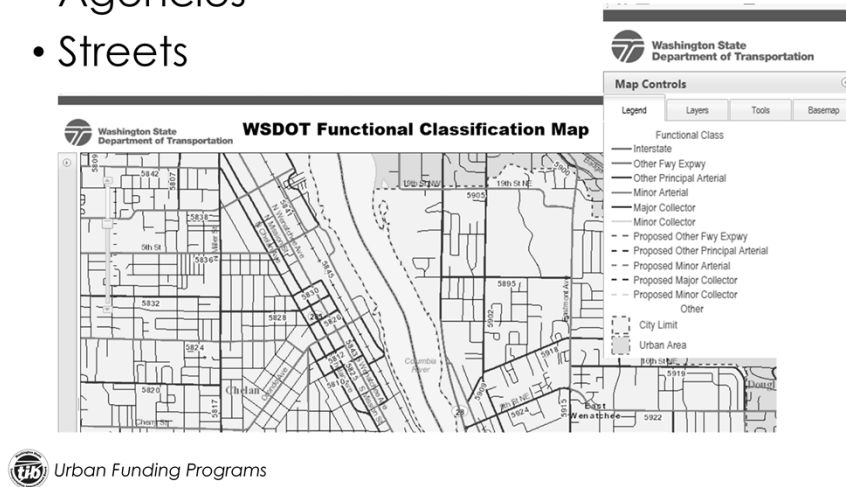
## Workshop Agenda

- Funding Cycle Overview
- TIB Expectations
- Urban Arterial Program (UAP)
- Urban Sidewalk Program (SP)
- Arterial Preservation Program (APP)
- Project Administration
- TIB program feedback



# Eligibility for TIB Urban Funding

- Agencies
- Streets



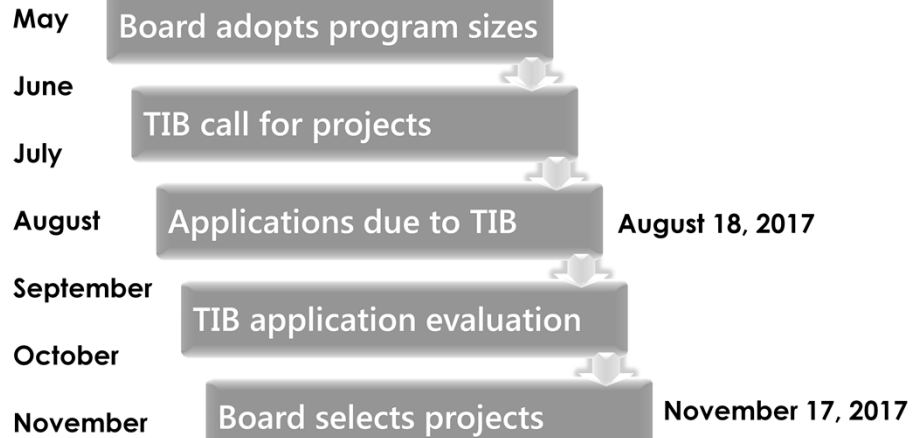
## Agencies

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

## Streets

- Federally classified urban streets within federal urban areas
- Streets **must be classified** before any TIB funds can be spent

# Funding Cycle



 Urban Funding Programs

## Where to find TIB applications

- Download from TIB website at [www.tib.wa.gov](http://www.tib.wa.gov)

## How to submit your TIB applications

- Submit one originally signed application and attachments to TIB at Post Office Box 40901, Olympia, WA 98504-0901

AND

- Email your excel application workbook to the TIB Engineer shown on the application
- Email proposed roadway section

## Application deadline

- Applications **must be postmarked** no later than August 18, 2017

## Application evaluation

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

## Board selection

- Staff presents recommended projects to Board
- At the November 2017 board meeting, the Board selects projects for funding

## TIB Evaluation Process

- Initial review
- Field review
- Consistency review
- Jury process
- Final recommendation



### Initial review

- Enter project information into rating system
- Ensure all application information is provided

### Field review

- Review existing conditions
  - Verify information from application
  - Evaluate proposed improvements

### Consistency review

- Ensure ratings are uniform

### Jury process

- Staff discussion of project
  - How well does project address deficiencies
  - Review scope, schedule and budget
  - Review funding package
- Consider agency performance, inventory and ability

### Final recommendation

- Staff recommendation presented to Board

## TIB Application Expectations

- Agency priority project
- Full funding feasibility
- Project schedule
- Project cost estimate



### Project priority

- Submit applications for important agency priorities

### Project funding

- Submit applications with a high certainty for full funding
  - Other funding in place
  - High probability to receive funding from other sources within one year of selection
  - Sufficient local match available if more than one application is submitted

### Project schedule

- Apply for projects you plan to start spending TIB funds within one year of selection
- Schedule should reflect a realistic timeframe for the project

### Project cost estimate

- Ensure cost estimate includes all components of work
- Contingency reflects project complexity and uncertainty
- Estimate reviewed and signed by a professional engineer registered in the state of Washington

# TIB Project Expectations

- Grant agreement execution
- Engineering oversight
- Project schedule
- Project funding
- Project issues
- TIB payment requests



## Grant agreement execution

- RCW 47.26.084 specifies an agency must provide written certification of full project funding by returning the signed grant agreements to TIB within one year of selection
  - Street must be federally classified with an urban designation before TIB executes the grant agreement
- Staff expects execution within three months of selection
  - Must have full project funding
  - Project on agency-adopted Six Year Transportation Improvement Program (TIP)
    - TIB **cannot execute** grant agreement until adopted TIP showing project is submitted

## Engineering oversight

- WAC 479-05-030 specifies a professional engineer registered in the state of Washington is required to oversee urban projects
- Engineering is limited to 30 percent of the eligible contract cost plus construction other
- Engineering for less complex projects is expected to be less than the engineering max

## Project schedule

- Unrealistic project schedules adversely impact TIB cash flow
- Agency should begin work on the project immediately after execution of grant agreement
- Simple projects should not take the maximum time allowed for design and construction

## Project funding

- Contact your TIB engineer if funding partners or amount of commitment changes

## Project issues

- Contact your TIB engineer to discuss issues that affect scope, schedule or budget
  - Do not amend project scope, schedule or limits without approval from TIB

## TIB payment requests

- During design, request quarterly payments
- During construction, request monthly payments
- Five percent of TIB funds are held until contract completion paperwork is processed

# Urban Arterial Program (UAP)

## Urban Arterial Program Goals

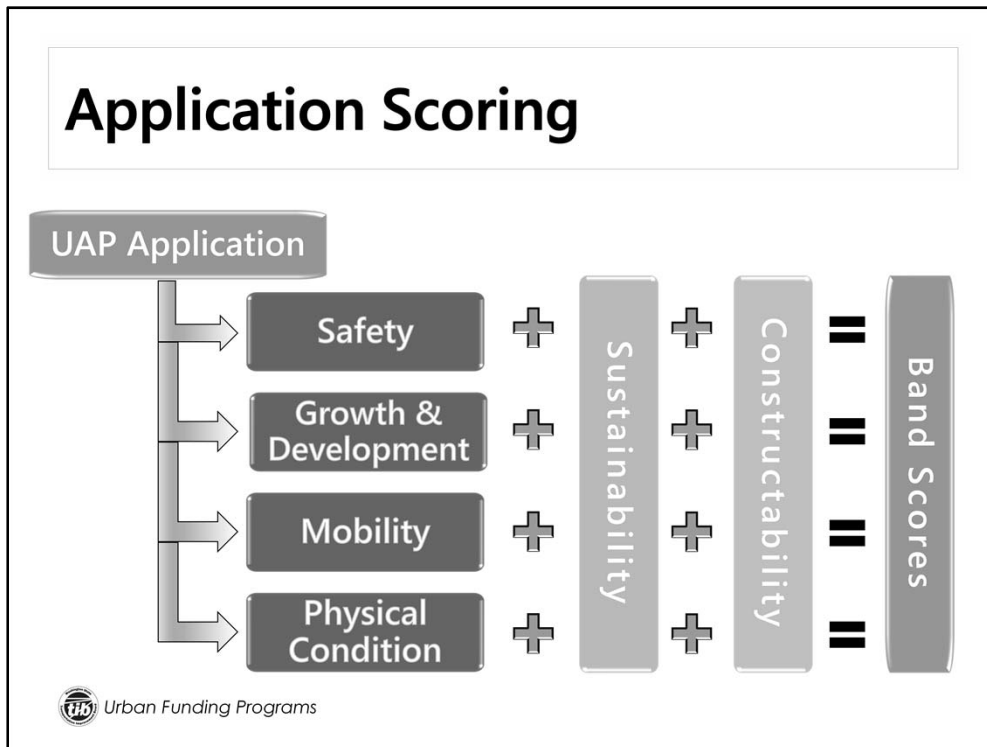
- Improve safety
- Support commercial growth and development
- Improve mobility
- Improve physical condition



Urban Funding Programs

- Goals align with legislative charter
- Ensure projects that support state transportation policy goals receive funding





Each application will be scored in all four of the following bands

- Safety
- Growth & Development
- Mobility
- Physical Condition
  - 65 point max for each criteria band
- All applications receive a score for
  - Sustainability
    - 15 point max
  - Constructability
    - 20 point max

Band score is determined by the following equation:

- Criteria Band Score + Sustainability Score + Constructability Score
  - 100 point max
- Projects are ranked based on their band score in each criteria band
- Number of projects funded from a band is not limited
- Funding for a band stops when the remaining applications are not good TIB projects

# Urban Arterial Program Size

**\$75M**  
**Target Program**



Region	Funds	Percent
Puget Sound	\$40.7M	54.3%
Northwest	\$7.9M	10.5%
Northeast	\$8.4M	11.2%
Southeast	\$5.6M	10.1%
Southwest	\$10.4M	13.9%

 Urban Funding Programs

- Program size based on Board action, may be adjusted due to project activity
- Note: Southeast Region allotment is 10% or \$7.5M, however \$2M already allocated to a current project

## UAP Application Requirements

- Federally classified urban street
- In agency's adopted six-year TIP
- Consistent with other plans
- Application review
- Project cost estimate
- WSDOT concurrence



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

- Street must be classified as an urban principal arterial, urban minor arterial or urban collector on the Federal Functional Classification System
  - Federal urban route numbers do not contain letters
- Project is included on the agency's adopted Transportation Improvement Program (TIP)
  - TIB **cannot execute** grant agreement until adopted TIP showing project is submitted
- **Project is consistent with agency and regional plans**
- Ensure application is reviewed thoroughly before signature
  - Individual signing application must have authority to incur debt on behalf of your agency
- **Project cost estimate indicates all components of work for the project**
  - The estimate is reviewed and signed by an engineer licensed in the state of Washington
- Written project concept concurrence from WSDOT is required for projects on or connecting to state highway right of way

# 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 \$3.0 billion	10 percent
\$3.0 to \$10.0 billion	15 percent
Over \$10.0 billion	20 percent



Noneligible cost is **not considered** part of your local match

Local match can come from any source other than TIB

- Local match includes contributions from the lead agency, other agencies, federal and/or private sources
- The local match requirement for your agency is shown when you select your 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 Project Attributes

- Design considerations
- Typical grant amount
- Project types



 Urban Funding Programs

## Design considerations

- Street section meets AASHTO standards at a minimum
- Sidewalk is required on both sides of the street
  - Must be hard surfaced (e.g. concrete, asphalt)
  - Must be separated from travel lane with physical barrier (e.g. curb, buffer strip)
  - Minimum width of five feet with no obstructions
  - Must be ADA compliant
- TIB will consider sidewalk deviations at application
  - Include your deviation request with the application
  - Deviations are granted when omitting sidewalk makes sense
- **Consider all users when scoping improvements**
  - Include non-motorized, transit and freight improvements where appropriate

## Grant amount

- Projects typically range from \$1 million to \$6 million
- Request the lowest amount needed to secure full funding between logical limits
- Funding limited by regional distribution

## Project types

- Full reconstruction - rebuild roadway base and surfacing
- Pavement rehabilitation – recycle the existing roadway
- Overlay – provide pavement repair and add surfacing
- New street - construct new connection in agency's street system

# Typical Project Elements

- Roadway
- Signalization or roundabout
- Drainage
- Multimodal
- Illumination
- Landscaping



 Urban Funding Programs

Typical project elements are:

- Road base and surfacing
- Signalization or roundabout
- Drainage
  - Stormwater facilities required to adequately service the project
  - TIB does not pay for regional stormwater improvements
- Multimodal components
  - Sidewalk
  - 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
- Illumination
  - Use low energy lighting
- Landscaping (WAC 479-05-130)
  - Limited to 5 percent of eligible contract cost
  - Landscaping must be maintainable by the agency
    - Consider low maintenance landscaping or hardscaping
  - Elements considered as landscaping are:
    - Trees, shrubs, sod, plantings, top soil, bark, irrigation, tree grates, public art, special surfacing treatment
    - Local share of utility undergrounding
  - Not considered as landscaping:
    - Erosion control
    - Wetland mitigation
    - Property restoration

## What UAP Can Fund...

### DESIGN PHASE

- PS&E development
- Right of way
- Permitting
- Cultural resource assessment
- Value engineering study
- Advertising costs



#### Eligible design phase work

- Development of contract plans, specifications and engineer's estimate (PS&E)
- Right of way
  - Acquisition of property required to construct the project
  - Administrative and legal costs associated with right of way acquisition
- Permitting
  - Environmental approval
  - Other agency approval
- Cultural resource assessment
- Value engineering study
- Miscellaneous costs
  - Engineering services advertisement
  - Contract advertisement

## What UAP Can Fund...

### CONSTRUCTION PHASE

- Construction engineering
  - Construction management
  - Materials testing and surveying
- Construction contract
- Construction Other



#### Eligible construction phase work

- Construction engineering
  - Construction management to ensure adherence to project plans and specifications
  - Surveying and materials testing are considered part of construction engineering
- Construction contract
- Construction Other-
  - Work completed by local forces, utilities and/or railroad outside of the primary contract
  - Agency purchase of signals, illumination or other approved components outside of the primary contract



## What UAP Does Not Pay For...

- Costs exceeding WAC limitations
- Excess property
- Work outside of limits or scope
- New utilities or utility upgrades



- Engineering costs 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 eligible construction contract plus construction other cost
- Landscaping cost above the limitation set in WAC 479-05-130
  - Limited to five percent of the total eligible construction contract
- 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

## **UAP Criteria**



- Evaluate cause of crashes and the implementation of safety improvements using countermeasures

# Safety

65 point max

- Crash History
- Countermeasures



 Urban Funding Programs

## Safety (65 point max)

### Crash data

- Use data from the three most current years
- Crash history must be correctable to be included in the analysis
- Request data from WSDOT as soon as possible

### Crash History (40 point max)

- Incidences with fatalities
- Incidences with injuries
- Property damage only incidences

Point Range  
20 pts each  
5 pts each  
1 pt each (max 15)

### Countermeasures (25 point max)

- Access control
- Intersection control
- Increases sight distance
- Corrects offset/skewed intersection
- Grade separation
- Adds pedestrian facility

# **GROWTH & DEVELOPMENT**

UAP Criteria Band

- Aligns with economic development opportunities for commercial or industrial growth
- Project location appropriate to serve specific development site
- Development is imminent

## Growth & Development 65 point max

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



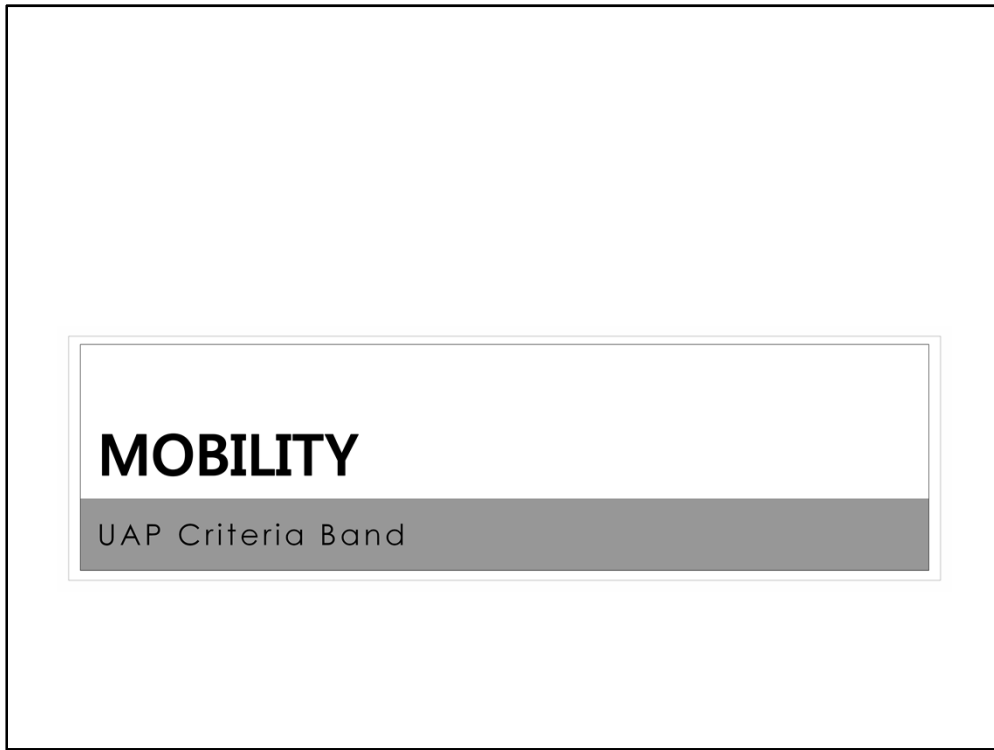
 Urban Funding Programs

### Growth & Development (65 point max)

Points are awarded for site specific development or redevelopment

No points awarded if the improvement is already in place

	Point Range
• Public support (20 point max)	
– Development fulfills the comprehensive plan	0-8
– Zoning in place for development	0-5
– Water in place for the development site	0-4
– Sewer in place for the development site	0-4
– Power in place for the development site	0-4
• Private support (20 point max)	
– Percent permits issued	0-15
– Development agreement status	0-5
– Private investment in public infrastructure	0-10
▪ Highest private investment receives 10 points	
• Permitted development activity (15 point max)	
– Dwelling units constructed in the development	0-10
– Acreage of the development being developed	0-5
– Jobs created by the development based on square footage/type	0-10
• Location (10 point max)	
– Development location	0-5
– Project proximity	0-4
– Dependence of development on the project	0-3



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

# Mobility

65 point max

- Congestion and Level of Service
- Network connectivity



 Urban Funding Programs

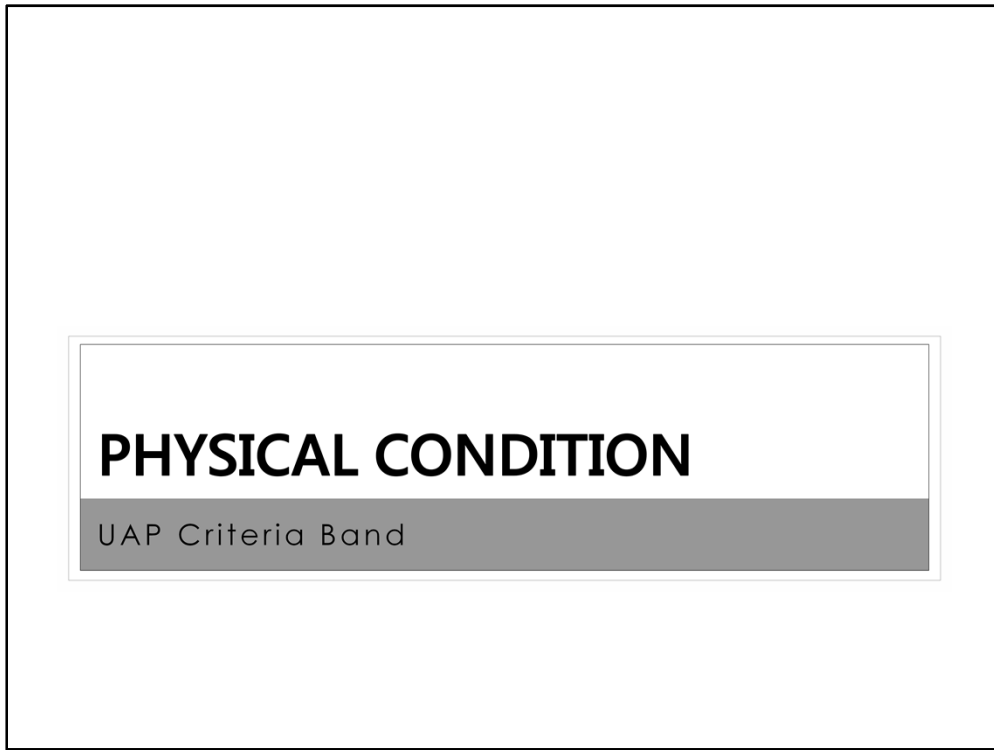
## Mobility (65 point max)

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

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)	Point Range
– Significant congestion problem	0-10
– Improves LOS within project limits	0-20
– Addresses congestion on the system or adjacent routes	0-10
– New route	0-20
– High volume or significant route	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? (highest classification)	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





- Corrects physical and structural deficiencies

# Physical Condition

65 point max

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



 Urban Funding Programs

## Physical Condition (65 point max)

	Point Range
• Existing Condition (30 point max)	
– Pavement condition rating (PCR) as rated by TIB engineer	0-30
– Bridge condition based on sufficiency rating	0-30
▪ Only for bridges with full federal bridge funding	
• Non-pavement condition (10 point max)	
– Walls	0-4
– Storm water conveyance	0-4
– Bridges or culverts	0-6
– Slope stability	0-4
• Existing attributes (12 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
– Completes or extends improvements	0-4
• Loading (10 point max)	
– Volume	0-4
– Truck Route Classification	0-4
– Buses	0-4
– NHS Route	0-3
• Sidewalk condition (5 point max)	0-5
– Does not meet standards	0-3
– Overall sidewalk condition	0-3

# Sustainability

15 point max

- Modal measures
- Energy measures



 Urban Funding Programs

Evaluates inclusion of sustainable design and well-tested, reliable techniques to minimize environmental impacts

- Sustainability is part of every application's band score

Sustainability (15 point max)

Point Range

- Modal measures (8 point max)
  - HOV improvements 2-3
  - Adds queue jump or transit only lane 0-1
  - Peak hour transit buses (one point for every 2 buses) 0-3
  - Sidewalk width greater than TIB standard or buffer strip 0-3
  - Bicycle facilities 0-3
- Energy measures (4 point max)
  - Replace or install low energy street lighting 0-3
  - Solar powered signage 0-1

# Sustainability

15 point max

- Environmental measures
- Pavement recycling



 Urban Funding Programs

## Sustainability (15 point max)

Point Range

- Environmental measures (8 point max)
  - Adopted greenhouse gas emission policy 0-1
  - Low Impact drainage practices or enhanced treatment 0-2
    - Incorporate bio-swales, rain gardens or other low impact drainage practices
  - Hardscaping or native planting 0-1
  - No permanent irrigation or use of non-potable water for irrigation 0-1
  - Correction of fish barrier 0-3
  - Enhancement of stream bank condition 0-1
  - Correct existing sensitive areas impacts 0-2
  - Existing pavement width reduction 0-3
    - Reduced width must maintain appropriate accommodations for all users
- Pavement recycling (4 point max)
  - In-place pavement recycling 0-4

# Constructability

20 point max

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



Criteria evaluates the likelihood the project will successfully reach construction

- Constructability is part of every application's band score

Constructability (20 point max)

- |  | Point Range |
|--|-------------|
| • Funding (10 point max)   |             |
| – Overmatch (1 point for every 4% above minimum)                   | 0-5         |
| – Full funding in place  | 0-5         |
| • Construction readiness and ease of implementation (10 point max) |             |
| – Plans, specifications and estimate complete                      | 0-3         |
| – Permitting complete  | 0-2         |
| – Cultural resource assessment complete                            | 0-2         |
| – Right of way certified or not required                           | 0-3         |
| – No federal funding, unless construction ready                    | 0-1         |
| – No sensitive areas or issues pending                             | 0-2         |
| – Use of accelerated construction methods                          | 0-2         |
| – No railroad impact   | 0-1         |
| – Utility upgrades status  | 0-2         |

# UAP Application

# UAP Application

**2017 Urban Funding Application**  
for Urban Arterial Program (UAP)

Has ONE signed application and request attachments to the TSB Office no later than August 18, 2017.  
The mailing address for the TSB Office: Post Office Box 40001 • Olympia WA 98504-0001

Agency Name \_\_\_\_\_ Legislative District \_\_\_\_\_  
 Arterial Name \_\_\_\_\_ Congressional District \_\_\_\_\_

Project Limits \_\_\_\_\_ *Find Legislative or Congressional District*

Length in Miles \_\_\_\_\_ Average Daily Traffic (ADT) \_\_\_\_\_

Federal Route \_\_\_\_\_ Functional Class \_\_\_\_\_

Agency District \_\_\_\_\_ Phone Number \_\_\_\_\_

Local Address \_\_\_\_\_

**PROJECT INFORMATION**

Fill out this section before continuing the rest of the application.

Enter Requested Total TSB Funds \_\_\_\_\_ Project Type \_\_\_\_\_

Is this project an intersection only? \_\_\_\_\_

Is the project construction ready? \_\_\_\_\_

Does the project support a specific development site? \_\_\_\_\_

Is this a National Highway System (NHS) Route? \_\_\_\_\_

Enter number of segments \_\_\_\_\_ 1

Enter number of intersections \_\_\_\_\_ will autofill

**Enter completed or target dates**

Start Design Engineering \_\_\_\_\_ Date \_\_\_\_\_

Environmental Documentation Complete & Permit Approved \_\_\_\_\_

Right of Way Acquisition Complete \_\_\_\_\_

PM&C Complete \_\_\_\_\_

Contract & Agreement \_\_\_\_\_

Contract Completion \_\_\_\_\_

Urban Funding Application  
Revised August 10, 2016

Page 1

 Urban Funding Programs

- Use the dropdown fields where provided on the application form
- Fill out the information in the Project Information 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?”, do not complete the Growth and Development section
  - If you select yes for “Is this project construction ready?”
    - Plans, specifications, engineer’s estimate, right of way certification and environmental review must be complete at the time of application
    - Project construction must start in 2018

Required for all applications

- Application
  - General project information including estimated project cost, funding partners, schedule, description of existing conditions and project scope
- Crash analysis

Complete the following tabs if applicable

- Intersection Configuration
  - Complete this tab for INTERSECTION ONLY projects
- Additional Intersections
  - Enter data on this tab if you have more than two intersections
- Additional Segments
  - Complete this tab if you have more than two segments

# Segments and Intersections

**ROADWAY GEOMETRICS & FEATURES**

Fill out the segment details below and intersection details in rows 138 to 148

Significant difference in cross section or ADT constitute a new segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

	SEGMENT ONE		SEGMENT TWO	
Segment Termini	1st St to 2nd St		2nd St to 4th St	
Length (in feet)				
Average Daily Traffic Volume	Existing	Proposed	Existing	Proposed
Pavement Width				
Curb to Curb or Edge to Edge				
Number of General Purpose Lanes				
Application	Intersection Configuration	Additional Intersections		

**INTERSECTION GEOMETRICS & FEATURES**

Enter the existing and proposed geometrics for each intersection

	INTERSECTION ONE		INTERSECTION TWO	
Intersection location	Maple & 1st St		Maple & 2nd St	
Major Approach Average Daily Volume				
Minor Approach Average Daily Traffic Volume	Existing	Proposed	Existing	Proposed
Intersection control				
Application	Intersection Configuration	Additional Intersections	Additional Segments	Crash Analysis



## Roadway geometrics & features

- Enter information for each segment
- Create a new segment when:
  - Existing or proposed geometrics of the street change (e.g. two lane section to three lane section)
  - There is a significant change in ADT

## Intersection geometrics & features

- Enter information for all major and minor intersections
- Average daily traffic (ADT) on all intersection legs significantly influence the safety rating
  - Current counts are important to receive an accurate rating

## For Intersection Only project see next page

- Do not fill out segment information
- Fill out Intersection Configuration tab

## If you complete the Additional Intersections or Additional Segments tab

- After printing, add the additional data pages following the segment (page 6) or intersection (page 7) pages



# Intersection Configuration

## Intersection Configuration Worksheet








Use this worksheet only if you are submitting an **intersection only project**.  
Also fill out the "Intersection Geometrics and Features" section on the application tab.

### Current Configuration

Enter the current configuration of the intersection

Intersection control type

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)
	ONLY			ONLY		ONLY	ONLY	
Southbound	1	0	0	1	1	0	0	NO
Westbound	2	0	0	2	0	1	0	YES
Northbound	1	0	0	1	0	2	0	NO
Eastbound	1	0	0	2	0	1	0	YES



01 | Intersection Configuration | Additional Intersections | < | =



Complete this tab for INTERSECTION ONLY projects

- Identify each lane type by direction

# Crash Analysis

- Select each crash by location
- Crashes cannot be grouped

**TIB Urban Crash Analysis Worksheet** Agency \_\_\_\_\_  
Project Name \_\_\_\_\_  
for Urban Arterial Program (UAP)

**INSTRUCTIONS**

- Fill out the roadway geometrics and features (segments and intersections) information on application first
- Use crash data from the three most current years
- Fill out one line per crash
- Enter the location from the dropdown the appropriate intersection or segment where the crash occurred
- Specify if it is a Property Damage Only (PDO) crash or the number of Injures and Fatalities for each crash
- Enter the number of Vehicles involved
- Enter the Primary Countermeasure to eliminate or mitigate the crash

Select Crash Location (Choose from intersections and segments identified in application)	Select Crash Type	Is this a PDO crash?	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles Involved	Enter Primary Countermeasure

Application / Intersection Configuration / Additional Segments / Additional Intersections



## Crash location

- Select crash location from dropdown list
- Dropdown list shows all segments and intersections entered in the application

Enter information and countermeasures for each crash on a separate line

- Do not skip lines when entering data

## **Urban Sidewalk Program (SP)**

## Urban 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
- Projects should focus on a corridor within an urban activity center or between pedestrian generators

# Urban Sidewalk Program Size

**\$5.0M**  
**Target Program**



Region	Funds	Percent
East	\$1.07M	21.5%
Puget Sound	\$2.71M	54.1%
West	\$1.22M	24.4%

 Urban Funding Programs

Sidewalk Program funding is distributed to three regions

## SP Application Requirements

- Functionally classified route
- Included in agency's adopted TIP
- Minimum local match
- Application review
- Project cost estimate
- WSDOT concurrence



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

- Street must be classified as an urban principal arterial, urban minor arterial or urban collector on the Federal Functional Classification System
- Project is included on the agency's adopted Transportation Improvement Program (TIP)
  - TIB **cannot execute** grant agreement until adopted TIP showing project is submitted
- Minimum local match
  - 20 percent local match required for all sidewalk projects
  - Local match is committed funds from sources other than TIB
  - Non-eligible cost **is not** considered part of your local match
- Ensure application is reviewed thoroughly before signature
  - Individual signing application must have authority to indent your agency
- Project cost estimate indicates all components of work for the project
  - The estimate is reviewed and signed by an engineer licensed in the state of Washington
- Written project concurrence from WSDOT is required for projects on or connecting to state highway right of way

## SP Project Attributes

- Design requirements
- Project funding
- Project types
- Typical scope



### Design requirements

- Sidewalk must:
  - Have a minimum width of five feet with no obstructions
  - Have a hard surface (e.g. concrete, asphalt)
  - Comply with current ADA guidelines
  - Separated from travel lanes with physical barrier (e.g. curb, bio-swale)
  - Required on one side of the street

### 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
- Reconstruction - remove and replace existing sidewalk
- Project may be combination of new construction and reconstruction

### Typical scope

- Site preparation
- Sidewalk
- ADA ramps
- Stormwater improvements necessary because of additional impervious surface
- Pedestrian signals
- Illumination
  - Use low energy lighting
- Landscaping (WAC 479-05-130)
  - Limited to five percent of eligible contract cost
  - See page 14 for definition of landscaping

## What Sidewalk Program Funds...

- 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

### Construction phase

- Construction engineering
  - Construction management to ensure adherence to project plans and specifications
  - Surveying and materials testing are considered part of construction engineering
  - Construction inspection
- Construction contract
- 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 Sidewalk Program Does Not Pay For...

- Work outside approved scope or limits
- Right of way
- Non-eligible work



 Urban Funding Programs

- Work outside of the approved scope or project limits is not eligible
- Costs exceeding WAC limitations
  - WAC 479-05-170 limits design and construction engineering to a maximum of 30 percent of the eligible construction contract plus construction other cost
  - Construction ready projects are limited to 20 percent of the eligible construction contract plus construction other cost
- WAC 479-05-130 limits landscaping cost to five percent of the total eligible construction contract amount
- Right of way acquisition is not eligible under the Urban Sidewalk Program
  - Right of way acquisition cost cannot be used as local match
- Sidewalk Program funding cannot be used for the following improvements:
  - Parking
  - Street widening
  - Installation of utilities or utility upgrades (e.g. water, sewer, power)

## Sidewalk Program Rating Criteria

Category	Points
Pedestrian safety	55
Pedestrian connectivity	30
Sustainability	10
Local support	5
<b>Total Points</b>	<b>100</b>

# Pedestrian Safety

55 point max

Category	Points
Existing conditions	30
ADA barriers	3
Pedestrian incident history	25
Existing hazards	15



The following factors are evaluated:

- Existing conditions (30 point max) Points
  - Posted speed 0-10
  - Where pedestrians currently walk 0-20
    - Travel lane, shoulder or existing sidewalk
- ADA barriers on existing sidewalk 0-3
  - All barriers must be eliminated by the project to receive points
- Pedestrian incident history (25 point max)
  - Pedestrian only incident 5 points per incident
  - Pedestrian/vehicle crash 10 points per incident
  - Request crash data from WSDOT
    - Submit your request to WSDOT as soon as possible
  - Hazards attributed to crashes must be mitigated by the project to receive points
  - Crash report must be included with application to receive points
- Existing hazards (15 point max) 0-15
  - Must be corrected by the project to receive points
  - Hazards evaluated for severity

## Existing Hazards

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



Existing Hazards (15 point max)	Points
• Sight distance	0-3
– Deficiencies in horizontal, vertical or irregular intersection alignment are evaluated	
– Points based on severity of condition	
• Deep ditches	0-3
– Depth and proximity to road evaluated	
• Truck volume	0-3
– Type of trucks (semi or delivery) and location of project considered	
• Traffic volume	0-3
– Routes with 2,500 vehicles/day and above receive points	
– Maximum points given for routes above 10,000 vehicles/day	
• Obstructions	0-3
– 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	0-2
– Project must add or upgrade lighting	
• Drainage/snow issues	0-2
– Conditions obvious by visual inspection or include photographs showing issue(s)	
• Posted school zone	0-2
– Posted school zone must be within project limits	

## Pedestrian Connectivity 30 point max

Pedestrian Destination	Points
CBD or commercial development	0-5
Industrial area	0-3
Schools	0-9
Public facilities	0-6
Recreational facilities	0-5
Medical facilities	0-3
Senior center or housing	0-2
High density housing	0-2
Signed transit stop	0-2
Sidewalk connectivity	0-5



### Pedestrian connectivity (30 point max)

Sidewalk projects should focus on a corridor that provides access within a urban activity center or between pedestrian generators

- Improved or added pedestrian access to destinations to create continuous systems
- Projects that provide or improve pedestrian access to or within activity centers meet the program goals

### Pedestrian destinations

- Points assigned based on type and number of facilities and access provided
  - Direct access
    - Facility is within the project limits
  - Indirect access
    - Facility is within 2-3 blocks of the project limits on the same corridor
    - Project extends access to facility outside of project limits served by ADA-accessible sidewalk

- Sidewalk connectivity (5 point max)
 

Points
--------

  - Completes gap(s) in sidewalk system 5
  - Extends existing sidewalk system 3

# Sustainability

10 point max

Category	Points
Adopted greenhouse gas policy	0-1
Sidewalk/buffer strip exceeding TIB standard	0-3
Sidewalk network development	0-2
Low energy lighting or signage	0-3
Hardscaping or climate appropriate planting	0-1
Recycled material usage	0-1
Low impact drainage practices	0-2



## Sustainability (10 point max)

## Point Range

- Adopted greenhouse gas emissions policy 0-1
  - Agency has adopted policy addressing greenhouse gas emission
- Sidewalk and buffer strip wider than TIB standard. 0-3
  - Sidewalk greater than the 5-ft minimum or buffer strip (3-ft min)
    - 1 point per extra foot of width up to 3 points
- Sidewalk network development after project is complete 0-2
  - Sidewalk on both sides
  - Sidewalk on one side
- Low energy lighting 0-3
  - Installation of low energy lighting or signage
- Hardscaping or climate appropriate planting 0-1
- Recycled material 0-1
  - Use of recycled materials
- Low impact drainage practices 0-2
  - Points assessed for incorporating low impact drainage practices
    - Rain gardens and bio-swales

## Local Support

5 point max

Local Match above minimum required

- 1 point for each 1 percent above minimum



Urban Funding Programs

- Noneligible cost is **not considered** as part of your local match

## **Arterial Preservation Program (APP)**

### Arterial Preservation Program

- Program funded from Highway Safety Account
- Legislature appropriates Highway Safety Account funds biennially
- Subsequent programs dependent upon future appropriations



## Arterial Preservation Program (APP)

- Target program size **\$10 million**
- Who is eligible?
- Which streets are eligible?
- Local match
  - **Cannot be used** to match federal project
  - **Cannot be combined** with a federal project
- WSDOT concurrence



Target program is \$10.0 million

Who is eligible?

- Urban cities with assessed valuation less than \$2 billion
- Currently 62 cities are eligible to receive APP funding
- Eligibility evaluated annually
- Valuations from the Washington State Department of Revenue

Which streets are eligible?

- Must be a city-owned street
- Streets with one of the following urban federal functional classifications:
  - Principal arterial
  - Minor arterial
  - Urban collector

Minimum local match required

- City valuation is under \$1.0 billion, the matching rate is 10% of eligible project cost
- City valuation is \$1.0 billion to \$2.0 billion, the rate is 15% of eligible project cost
- TIB expects an agency to commit city funds as the local match source
- APP funds cannot be used as match for OR combined with a federally-funded project

WSDOT concurrence

- Written project concurrence from WSDOT is required with your 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 and repair
- Surfacing
  - Overlay
  - Grind and overlay
  - Full depth reclamation
- ADA ramp upgrade
  - Existing ramps must be upgraded to current standards
- Non-eligible elements
  - Landscaping
  - Drainage
  - Illumination
  - Construction of new sidewalk
  - Guardrail
  - Signing

# APP Rating Criteria

Criteria	Max Points
Agency Rating	<b>15</b>
Segment Rating	<b>85</b>



Agency rating (15 point max)	Point Range
<ul style="list-style-type: none"> <li>• Economy of scale                             <ul style="list-style-type: none"> <li>– Requires written response from provider</li> <li>– Up to 10 points awarded</li> </ul> </li> <li>• Prior APP funding                             <ul style="list-style-type: none"> <li>– No previous APP funding receives 5 points</li> <li>– APP funding last year receives 0 points</li> </ul> </li> </ul>	<p>0-10</p> <p>0-5</p>
Segment rating (85 point max)	
<ul style="list-style-type: none"> <li>• Each segment score based on existing pavement condition rating (PCR)</li> <li>• Route classification                             <ul style="list-style-type: none"> <li>– Principal arterial</li> <li>– Minor arterial</li> <li>– Urban collector</li> </ul> </li> <li>• Sidewalk maintenance                             <ul style="list-style-type: none"> <li>– No sidewalk or existing sidewalk with compliant ADA ramps</li> <li>– Existing non-compliant ADA ramps</li> <li>– No existing sidewalk ramps</li> </ul> </li> </ul>	<p>0-60</p> <p>15</p> <p>10</p> <p>5</p> <p>10</p> <p>5</p> <p>0</p>

## Overlay Rating

- Optimum project
  - PCR between 30 and 65
    - No or low severity alligator cracking
  - OR
  - Less than 13 percent medium or high severity alligator
- Conditional project
  - PCR between 30 and 65
    - 13-25 percent medium or high severity alligator cracking



Overlay Rating	Point Range
<ul style="list-style-type: none"><li>• Each segment scored based on its pavement condition rating (PCR)</li><li>• Segments with PCR between 30 and 65<ul style="list-style-type: none"><li>– Maximum points given for segments with<ul style="list-style-type: none"><li>▪ No or low percent of alligator cracking</li><li>▪ Pavement condition ratings at lower end of range</li></ul></li><li>– Not recommended for segments with over 25 percent medium or high severity alligator cracking</li></ul></li></ul>	10-60

## Full Depth Reclamation Rating

- Optimum project
  - PCR less than 60
    - More than 25 percent medium or high severity alligator cracking
- Conditional project
  - PCR less than 60
    - Less than 25 percent medium or high severity alligator cracking



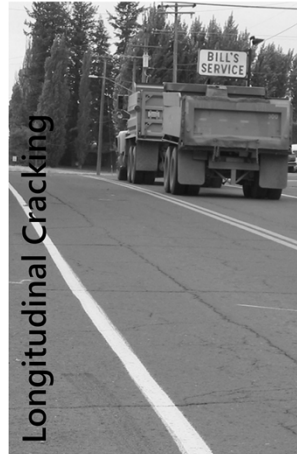
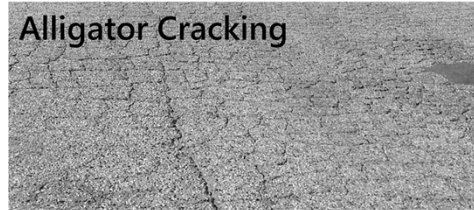
### Full Depth Reclamation (FDR) Rating

- Each segment scored based on its pavement condition rating (PCR)
- Segments with PCR below 60
  - Maximum points given for segments with:
    - Over 25 percent medium or high severity alligator cracking
    - Lower pavement condition ratings
  - Suitable if roadway base is failing

### Point Range

10 -60

# Pavement Condition Rating



 Urban Funding Programs

## Pavement Condition Rating

- TIB staff determine your application pavement condition rating by evaluating the severity and extent of the following distresses:
  - Alligator cracking
  - Transverse cracking
  - Longitudinal cracking

# Project Administration

## Project Administration

- Project funding status form
- Adopted six-year TIP
- Fuel tax agreements



RCW 47.26.084 specifies an agency must submit the following within one year of project selection:

- Signed project funding status form
  - Indicate changes to funding partners and commitment
  - Update project schedule
- Adopted agency six year transportation improvement program (TIP) that includes the selected project
  - **APP projects are excluded from this requirement**
- Signed fuel tax agreements
  - By signing, you certify the project is fully funded
  - **TIB may cancel a project that does not certify full funding within one year of project selection**



# Project Administration

- Delayed projects
- Other project issues
- Project payments



Delayed projects are defined in WAC [479-05-211](#)

- Urban Arterial Program projects become delayed if contract award is not achieved within 4½ years of selection
- "Construction ready" projects are considered delayed if construction does not begin within one year of project selection
- Urban Sidewalk Program projects become delayed if contract award is not achieved within 2½ years of project selection
- Arterial Preservation Program projects become delayed if contract award is not achieved within 1½ years of project selection
  - Stage 1 - Delayed project
    - TIB staff reports the delayed project to the Board
    - Project delay explanation and commitment date required from local agency
  - Stage 2 - Contingency project
    - If project fails to meet agreed upon date(s) or deadline set in the Stage 1 review, placed in Contingency status
    - The board must restore a contingency project to active status
    - Projects at contingency status for twelve months will have grant funds terminated

Contact your TIB Engineer if any of the following issues arise:

- Schedule delays, funding shortfalls, funding partner changes, changes to approved scope/project limits, change orders during construction

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

- TIB must receive fully executed grant agreements from agency prior to TIB payment
- Submit payment 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

## Other Programs

- Complete Streets
  - 2018 workshop
- Relight Washington



### Complete Streets

- Nominations anticipated in 2018 with awards in the first half of 2019
- No need to wait for open nominations, it is a good practice to involve nominators in all projects now
  - State Agencies: Department of Archeology & Historic Preservation, Department of Commerce, Department of Health, Department of Transportation
  - Non-Governmental Organizations: Community Transportation Association – NW, Feet First, Futurewise, Transportation Choices Coalition, WA Bikes/Cascade Bicycle Club
- See TIB website for Complete Streets Program information

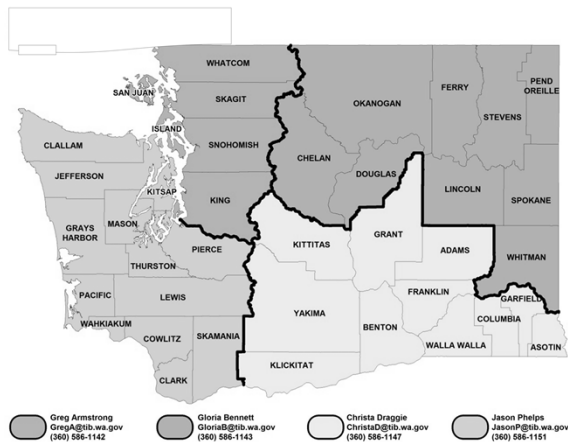
### Relight Washington

- Working with all energy providers if there is a savings
- PUDs are approved - except Lewis, Cowlitz, and Grant
- If your agency still needs converted and can prove savings, contact your Region Engineer

## Feedback

- Looking for YOUR feedback on:
  - UAP
  - SP
  - APP
  - Other Programs
    - Complete Streets
    - Emergency Repair
    - Relight Washington

# TIB Project Engineers



 Urban Funding Programs

Your TIB Engineer contact is shown on all TIB application forms

# Questions