

TIB Funding Workshop

Small City Programs

2020



2020 TIB Small City Workshop

- Introduction by TIB Executive Director, Ashley Probart

Workshop Agenda

- TIB Emphasis
- Program Changes
- Online Applications (Small City Arterial)
- TIB funding timeline
- How to apply
- Available TIB funding:
 - Small City Arterial Program (SCAP)
 - Small City Preservation Program (SCPP)
 - Other funding opportunities
- Administrative details

TIB 2020 Emphasis

- **Appropriate Roadway Sections**
 - Narrow roads have advantages (safer for pedestrians, cheaper to build and maintain and controls motor vehicle speeds)
- **No Small City Sidewalk Program**



-AASHTO 's A Policy on Geometric Design of Highways and Streets states: "Lane Widths of 11 ft. are used quite extensively for urban arterial street designs. The 12 ft. lane widths are desirable, where practical, on high-speed, free-flowing, principal arterials".

-Institute of Transportation Engineers' Designing Walkable Urban Thoroughfares: A context Sensitive Solution states: "Wide streets can reduce the level of pedestrian interchange that supports economic and community activity. Wide streets discourage crossings for transit connections.....On collectors with a target speed below 30 mph, a 10-foot lane width may be appropriate.."

-WSDOT Design Manual M22-01.14 Exhibit 1231-2 Lane Width Considerations for Low Speed (<35 mph) states: "11 ft. lanes are common on urban arterials, Lane widths of 10 ft. may be appropriate in constrained areas with low truck and bus volume, In pedestrian oriented sections, 10 ft. lanes can be beneficial in minimizing crossing distance"

-NCHRP's Recent Roadway Geometric Design Research for Improved Safety and Operations states: "Research found no general indication that the use of lanes narrower than 12 ft. on urban and suburban arterials increased crash frequencies".

Due to budget restraints there will not be a call for Sidewalk Projects in 2020 (sidewalks may still be funded within the Small City Arterial Program).

TIB 2020 Emphasis

- **Financial Condition**
 - Increases are the exception not expectation
 - TIB is watching the estimates closer
- **Change orders**
- **Utilities**



The TIB will managing projects more tightly and increases will be less likely. The estimate at application should include the known Bid Items necessary to construct the project.

Change Orders must be approved prior to execution for consideration of TIB eligibility. Any Project increases will need to be funded by the agency.

Utility work shall be fully funded and built before the TIB project or during the TIB project.

TIB 2020 Emphasis

- Do NOT include non-eligible schedules in the application
- ADA Features Survey
- Provide Realistic Schedules
- Definition of Construction Only
- COVID-19 Job Site Requirements



If there is utility work or work outside of the approved scope don't include the costs in the application.

If there is non-eligible work within the TIB funded schedule show it in the application.

ADA features survey is a new WSDOT general special provision that requires the ramp to be surveyed after construction. This is an eligible cost but will be considered as Construction Engineering.

Please provide as realistic project schedule. The TIB cash flow is dependent on the schedules provided. Promptly closeout projects.

Construction Only: The project only requests TIB funding in construction AND the project will be advertised within 1 year of award.

All Projects must comply with the Washington State L&I job site requirements.

Changes for 2020

-SCAP-

- Small City Arterial Program projects will now be scored within three bands:
 - Physical Condition;
 - Economic Vitality; and
 - Safety



PHYSICAL CONDITION (60 pt max)

-Corrects physical and structural deficiencies and prevents failure.

ECONOMIC VITALITY- (60 pt max)

-Improves central business district area considering all users.

SAFETY (60 pt max)

-Makes safety improvements.

SUSTAINABILITY (20 pt max)

Improves project quality through a sustainable design.

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

TIB Funding Timeline



Application deadline

- Applications must be postmarked no later than **August 14, 2020**

Board selection

- Staff presents recommended projects to Board
- At the **November 20, 2020** 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

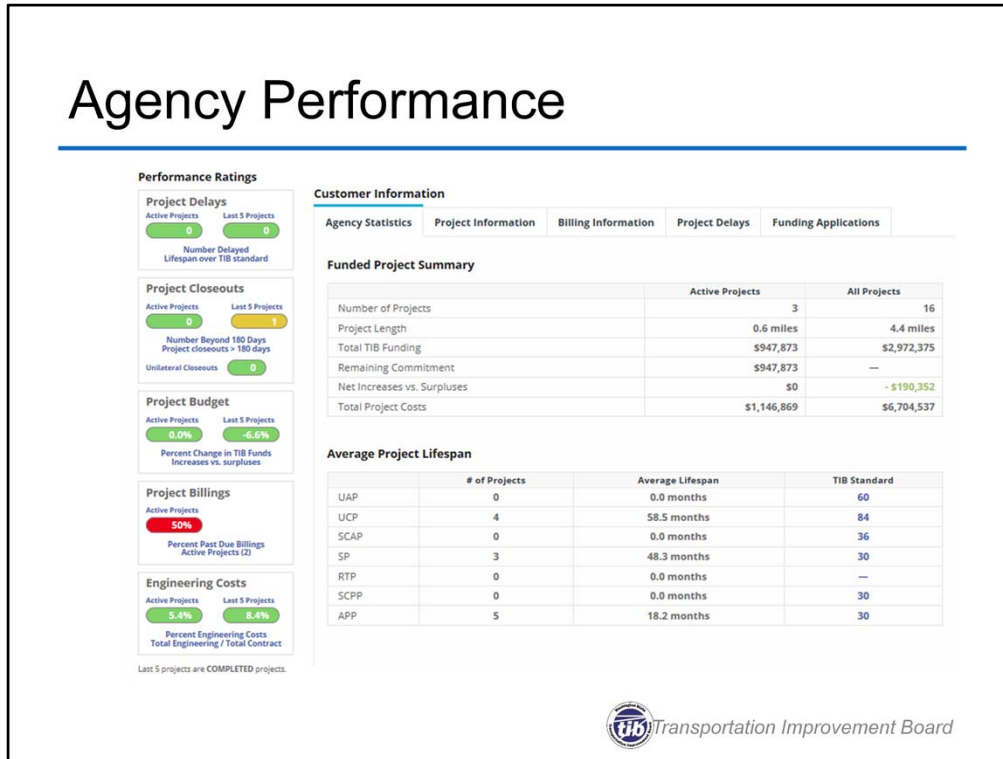
Jury process

- 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

Agency Performance



TIB monitors the following project trends for an agency:

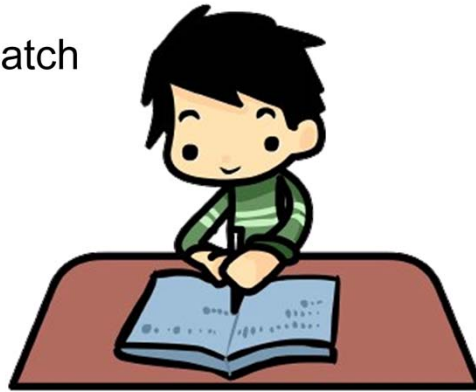
- Project delays
- Schedule extends beyond TIB standard
- Project closeouts
- Closeout not completed within 90 days of five percent remaining funds
- Project budget
- Change in cost from application to closeout
- Project billings
 - Payment requests on a regular basis
 - At least quarterly during design
 - Monthly during construction
- Engineering costs

$$\text{Engineering Percent} = \frac{\text{Engineering Costs}}{\text{Contract Cost}}$$

- WAC rules limit TIB participation for engineering to 30 percent of contract cost
- Application history
 - Last application submitted
 - Applications versus funded projects

How to Apply

- Eligibility
- Minimum local match



Eligibility

- Incorporated cities and towns with populations less than 5,000 are eligible to apply

Minimum local match

- Applies to all TIB small city funding programs
 - Local match can come from any source other than TIB includes contributions from your city, 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
 - Based on agency assessed valuation
- Updated annually by the Department of Revenue

Assessed Valuation

Under \$100 million
\$100 million to \$500 million
Over \$500 million

Minimum Match

0 percent
5 percent
10 percent

Know Before You Start...

- City goals
- Available funding
- Realistic requests



City goals

- Determine your needs
- Prioritize your needs
- Apply for projects that fit TIB program criteria

AND

- Are important priorities for your city

Available funding

- Do you have local funds available for required match?
- Do you need to seek out other funding sources?

Realistic requests

- Request TIB funding that is within typical range for the program
 - Large projects may have to be funded and constructed in stages
- Avoid overbuild
 - TIB promotes narrower travel lanes to minimize cost, drainage and future maintenance
 - Paved parking is not supported in residential areas
 - Choose the appropriate treatment – overlay, full depth reclamation (FDR) or reconstruction
- Utilities
 - What is the condition of the utilities in your project location?
 - How do you plan to fund needed utility improvements?

TIB Applications

- Submit the SCAP Application online
- Download SCPP from TIB Website (www.tib.wa.gov)
 - Excel format

Overview of TIB Grant Programs

The Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The TIB distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects. TIB's grant programs are categorized by the type of customer agency each program is intended to serve.

Urban Programs

Urban programs serve cities with a population of 5,000 or more and counties with urban unincorporated areas.

Small City Programs

Small city programs are designed to serve cities and towns with a population of less than 5,000.

Other Opportunities

Other TIB funding opportunities that may have specialized eligibility requirements.

Application Process

TIB typically issues a call for projects each June for the next year's funding program. The TIB application process follows these steps:

- Decide which TIB Funding programs your agency is eligible for.
- Download the appropriate funding application and complete a separate application for each project you want to be considered for funding. Funding applications are made available in June.
- Submits/mark your application by the application due date - typically near the end of August.
- TIB engineering staff will begin reviewing and scoring all applications in September. TIB uses a priority array process for each funding program to identify projects that best meet the intent of the program. Criteria are developed by the Board in cooperation with local agencies.
- TIB staff present a list of recommended projects to the board at the November meeting.
- If your project is selected, you will be contacted by TIB engineering staff about what steps to take next.

TIB Funding Workshops

During the call for projects, TIB engineering staff conduct funding program workshops at various locations throughout the state. The TIB funding workshops provide information about the funding programs TIB administers, the scoring criteria for each program and the application process. TIB's workshops are intended to increase the probability of a successful project application. For more information on workshops or to register, see the [TIB Training](#) page.



Transportation Improvement Board

Application forms

- SCAP will be submitted online
- SCPP Application is available on the TIB website
- Complete a separate application for each project you want to be considered for funding
- Keep a copy of your application package

How to submit your SCAP TIB applications

- Submit online application and attachments (certification can either be attached or mailed) by **August 14, 2020**.

How to submit your SCPP TIB applications

- Submit one originally signed application and attachments OR

AND

- Email your excel application workbook and roadway section to your TIB Engineer
- Mail the completed, signed hard copy application and required attachments to the TIB Office by the **August 14, 2020** deadline

TIB Mailing Address

Post Office Box 40901

Olympia, WA 98504-0901

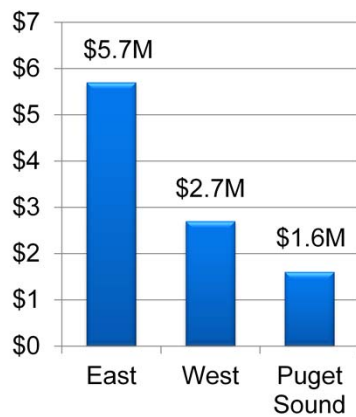
Small City

ARTERIAL PROGRAM



SCAP Regional Distribution

\$10.0M Target Program



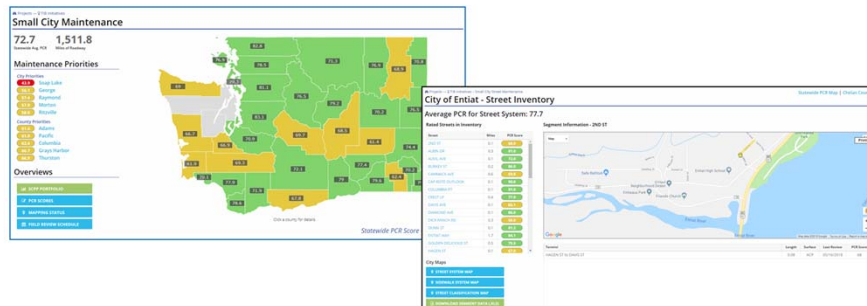
 Transportation Improvement Board

SCAP Funding is distributed regionally. 10 Million dollars between SCAP and SCPP programs.

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

Eligibility for SCAP Funding

- Eligible agencies
- Streets
 - Street condition maps



Eligible agencies

- Incorporated cities and towns with populations less than 5,000 are eligible

Eligible streets are:

- City owned
- Hard surfaced
- Do not include alley ways
- Do not include dead end streets unless they provide access to significant traffic generators
- New streets and gravel streets may be classified by the Board if project results in hard surfaced street

TIB street system maps indicating pavement condition are available for your agency at the following link:

<http://tibapp.tib.wa.gov/Dashboard/modules/SmallCityMaintenance/>

- From the state map click on your county
- Select your city from list

Select 'Street System Map' from the lower left hand corner of the screen

Define Your Project

- What are you trying to improve?
- Where is it located?
- What improvements do you plan?
- Are the improvements reasonable/eligible?
- What are your barriers to success?
- Are other funding sources available?



What are you trying to improve?

- Define the project limits
- Are the limits logical?

Where is it located?

- Type of development that exists in the project location

What improvements do you plan?

- Define the scope of work

Are the improvements reasonable/eligible?

- Check scope for eligibility
 - Right size your project to fit environment

What are your barriers to success?

- Determine issues that may affect full funding and completion of your project
 - Is the scope manageable
 - Is the schedule realistic
 - Do you have adequate funding
 - Do you need to acquire right of way
 - Are there other factors that may delay progress

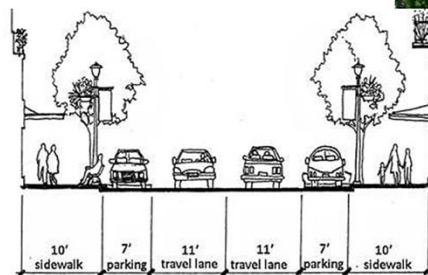
What funding is available?

- Search out other funding sources needed to fully fund project

Project Location

Central Business District

- Type of project
- Typical elements



Central Business District

Type of project

- Reconstruction
 - Rebuild roadway base and surfacing
 - Most expensive project type
- FDR with overlay
 - Stabilizes base at lower cost than reconstruction
 - Recycle existing surfacing to strengthen base with new hot mix asphalt surfacing
 - Not a viable option in cobbly soils
- Overlay
 - Pavement repair with hot mix asphalt surfacing
- New street - construct new connection in agency's street system
- Project may be a combination of types

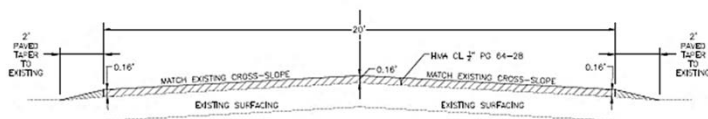
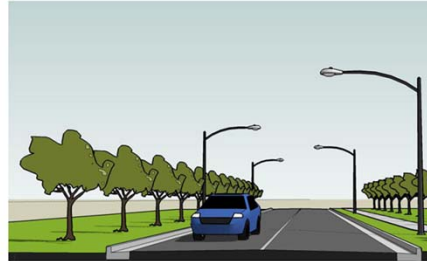
Typical elements

- Travel lane surfacing
- Paved parking on one or both sides
- Sidewalk on one or both sides with ADA ramps
- Drainage system
- Illumination
- Landscaping
- Bike lanes allowed if street is on adopted bike plan

Project Location

Residential Connector

- Type of project
- Typical elements



NOTE: Sidewalk on one side allowed only if it provides access between pedestrian generators



Residential Connector

Type of project

- Reconstruction
 - Rebuild roadway base and surfacing
 - Most expensive project type
- FDR with overlay
 - Stabilizes base at lower cost than reconstruction
 - Recycle existing surfacing to strengthen base with new hot mix asphalt surfacing
 - Not a viable option in cobbly soils
- Overlay
 - Pavement repair with hot mix asphalt surfacing
- New street - construct new connection in agency's street system
- Project may be a combination of types

Typical elements

- Travel lane surfacing
- Unpaved parking may be included
- No sidewalk or on one side only where pedestrian generator connection is provided
- Drainage system
- Illumination
- Landscaping

SCAP Application Considerations

- Local match
- Project cost estimate
- Project limits
- Typical grant amount
- WSDOT conceptual concurrence



Local match

- Noneligible costs are not considered part of your local match
- Local match can come from any source other than TIB
 - Local match includes contributions from your city, 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

Project cost estimate

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

Project limits

- Project should have logical limits
- Do not leave a short street section unimproved

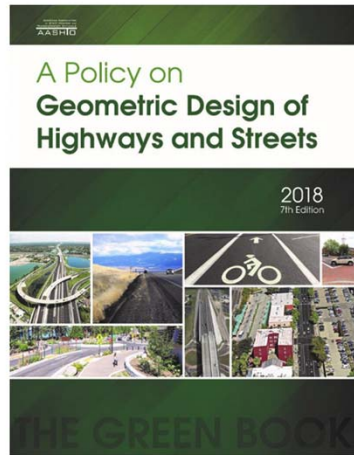
Typical Grant Amount

- 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

WSDOT concurrence (if applicable)

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

SCAP Design Requirements



- Design standards
- Sidewalk
 - Requirements
 - Standards
- Sidewalk deviations



Design standards

- Proposed section must meet AASHTO standards at a minimum

Sidewalk is required only for reconstruction or full depth reclamation when:

- Project is located in the business district
- Project connects pedestrian destination with business district

TIB sidewalk standards

- Sidewalk 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)

TIB considers sidewalk deviations at application

- Include your deviation request with the application
- Deviations are granted for locations where sidewalk is not needed or unsafe

Typical Project Elements

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



Typical project elements include:

- Site preparation
 - Traffic control
 - Road base and surfacing improvements
 - Drainage improvements
 - Illumination
 - Use low energy lighting
 - Landscaping
 - Limited to five percent of the 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
- Not considered landscaping
 - Erosion control
 - Property restoration
 - Sidewalk
 - Sidewalk is required only for reconstruction or full depth reclamation projects located in or connected to the central business district
 - Bicycle lanes
 - Allowed if indicated by agency's adopted bicycle plan and supported by TIB staff

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 project plans, specifications and cost estimate
- Environmental permitting
- Cultural resource assessment

Right of way

- Acquisition of right of way required to construct the project
- Legal and administrative fees associated with right of way acquisition

Construction

- Construction engineering
 - Contract administration, construction inspection, surveying, ADA feature surveying, material testing, record drawings, project documentation and Type B progress Schedule
- 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

Construction contract

- Contract to complete approved scope of work

What SCAP 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 only** projects are limited to 20 percent of the eligible construction contract plus construction other cost
- Surveying and materials testing costs, even if part of the contract costs, are considered construction engineering
- Landscaping costs above the limitation set in WAC 479-05-130
 - Limited to five percent of the total eligible construction contract amount
- Right of way
 - Property in excess of what is needed to construct the project

Work outside of the project limits or approved scope

- Any scope or project limits change must be approved by TIB prior to construction

New utilities or utility upgrades

- TIB participates in relocation of utility lines impacted by project
- TIB cannot participate in cost to upsize pipes or place new utilities

SCAP Banding Rating Criteria

PHYSICAL
CONDITION

ECONOMIC
VITALITY

SAFETY



SUSTAINABILITY



CONSTRUCTABILITY



Transportation Improvement Board

Physical Condition 60 point max

- Existing pavement condition
 - Reconstruction or pavement rehabilitation
 - Overlay
- Non Pavement
 - Stormwater
 - ADA
 - Sidewalk
- Loading/Significance



PHYSICAL CONDITION (60 pt max)

Corrects physical and structural deficiencies and prevents failure.

EXISTING CONDITION (30 pt max)

TIB engineer PCR score rating 0-30

Or

Bridge condition (Federally funded bridge only) 0-30

NON-PAVEMENT CONDITION (15 pt max)

Storm water conveyance 0-10

ADA ramps 0-5

Existing sidewalk condition 0-5

LOADING/SIGNIFICANCE (15 pt max)

Heavy Load Route 0-5

Bus route (trips/day) 0-5

Significance

- Residential
- Business corridor

0
0-5

Economic Vitality

60 point max

Improves central business district area, considering all users.

- Access for all users
 - Consider all users, Safety, and Supports business
- Aesthetics
 - Gateway signs, Wayfinding and decorative signs
 - Decorative surface treatments, lighting and furniture
 - Improves appearance and feel



ECONOMIC VITALITY- (60 pt max)

Improves central business district area considering all users.

ACCESS FOR ALL USERS (30pt max)

Considers all users (bike, ped, transit, auto/freight)	0-10
Pedestrian scale lighting	10
Curb extensions (bulb-outs)	10
Other traffic calming (medians, refuge islands, etc)	10
Community/business support	5

AESTHETICS (30 pt max)

Gateway signs/Wayfinding/Decorative signs	5
Decorative surface treatment	5
Decorative lighting/ street furniture	5
Other streetscape improvements	5
General appearance/feel	0-10

Safety

60 point max

- Crash Data
- Safety Hazards
 - Hazards
 - Existing conditions



SAFETY (60 pt max)

Makes safety improvements.

CRASH HISTORY* (25 pt max)

Incidents must occur within the project limits

Property damage only incidence

2 points per incident

Incidences with injuries

5 points per injury

Incidences with fatalities

15 points per fatality

**Crashes must be correctable by project to receive points*

POTENTIAL SAFETY HAZARDS (35 pt max)**

***Proposed project must eliminate or minimize hazard to receive points*

Safety Hazard Checklist

Signal warrant with Engineering study or Roundabout

10

Sight Distance- *Physical features that impair what driver sees*

- Visibility affected by horizontal, vertical or intersection alignment
- Skewed Intersection

0-3

0-3

Railroad Crossing- *Must improve crossing to receive points*

Multi-track

5

Single Track

3

Spur line

1

Control Access

Entire project on both sides

5

Portion of project (1/3 of length minimum)

3

Obstructions- Must be moved, protected or eliminated by project

0-3

Evaluate permanence & magnitude of object. Examples of obstructions are power poles, mailboxes, parked cars

- Over 50 percent of project length
- 25 to 50 percent of project length

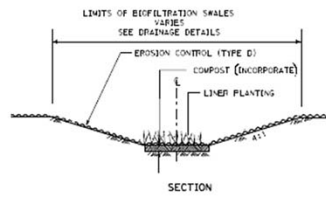
5

3

• Less than 25 percent of project length	1
Adjacent Terrain	
Unrecoverable Bank/Slope	0-5
Pedestrian Safety	0-5
<i>Reducing crossing distance, bulb-outs, RRFB's, etc.</i>	
Truck Route	
T1-T2	5
T3-T5	3
Delivery Truck or Bus Route	1

Sustainability

20 point max



SUSTAINABILITY (20 pt max)

Improves project quality through a sustainable design.

ADOPTED COMPLETE STREETS ORDINANCE

1

MODAL MEASURES (10 pt max)

Appropriate sidewalk cross-section

0-5

Bicycle facilities when included in an appropriate cross section

0-5

ENVIRONMENTAL MEASURES (10 pt max)

Adopted greenhouse gas emissions policy

1

LID or enhanced treatment storm water controls

0-5

Hardscaping or native planting (no permanent irrigation)

3

Appropriate roadway cross-section

0-5

ENERGY MEASURES (5 pt max)

Construct roundabout

0-5

Solar powered signage

1

PAVEMENT (5 pt max)

In-place recycling	3
Appropriate treatment type	3
“No Cut” ordinance	2

Constructability

20 point max

- Full Funding
- Construction Readiness and Ease of Implementation
- Agency Performance



CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

FULL FUNDING (5 pt max)

Over match (1pt for every 1% above minimum)	0-5
Adopted TBD or locally dedicated transportation funding by ordinance	2

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

Plans, Specs, and Estimate complete	5
Cultural resources complete	2
Right of way certified or not required at application	3
No federal funding	3
No railroad impact	3
Utility upgrades not needed or already funded	0-2

Agency Performance (5 pt max)

Agency performance	0-5
--------------------	-----

Small City

PRESERVATION PROGRAM



\$10 Million dollars between SCAP and SCPP programs.

SCPP Requirements

- Eligibility
- Requirements



Eligible agencies

- Incorporated cities and towns with a population under 5,000

Eligible streets

- Hard surfaced public streets within the city limits

Non-eligible streets

- Gravel streets
- Alleys
- State highways

Minimum local match

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

<u>Assessed Valuation</u>	<u>Minimum Match</u>
Under \$100 million	0 percent
\$100 million to \$500 million	5 percent
Over \$500 million	10 percent

- ADA Ramps
 - Overlay projects must upgrade existing ADA ramps to current standards
- WSDOT concurrence (if applicable)
 - Required for projects that intersect a state highway
 - Written concurrence from WSDOT of the project required with the application

SCPP Project Development

- Design Engineering
- Construction Engineering
- Construction Contract



Design Engineering

- Design required to develop project plans, specifications and cost estimate

Construction Engineering

- Construction inspection and contract administration

Construction Contract

- Contract to complete approved scope of work

SCPP Project Type

- Overlay
- Chip Seal



Overlay

- Overlay of existing surface
 - Limited to **two-inch depth**
- Pavement repair and crack sealing
- Striping
- Drainage adjustments
- Requires ADA ramp upgrade to current standards

Chip Seal

- Chip seal of existing surface
- Pavement repair and crack sealing
- Sweeping
- Striping
- Drainage adjustments

SCPP Overlay

Category	Points
Segment Rating	80
Agency Rating	20
Total Points	100

- Typical grant amount \$100K-\$250K
 - Logical project limits
- Include prep work and striping in estimate
- ADA ramps must be upgraded if out of compliance



Overlay –

	<u>Points</u>
Segment rating (80 point maximum)	
• Pavement condition rating (PCR)	0-60
– PCR between 30 and 65	
– Less than 25 percent medium and high severity alligator cracking	
– Higher points for lower PCR and lower percent alligator cracking	
• Type of route	
– Major street	10
– Minor street	5
• Number of ADA Ramps that need replaced	
- None	10
- 1 to 5	7
- 6 to 9	5
- 10+	0
Agency rating (20 point maximum)	
• Economy of scale	10
– Documented response from provider required with application	
• Funded local street improvement	5
Deliverability (10 point maximum)	
• Past performance of TIB projects	0-10

SCPP Chip Seal

Category	Points
Segment Rating	80
Agency Rating	20
Total Points	100

- Typical grant amount \$25K-\$100K
- Include prep work, sweeping and striping in estimate
- Sidewalk maintenance not eligible
- ADA ramps not required



Chip Seal

Segment rating (80 point maximum)

- Pavement Condition Rating
 - PCR range is 40 to 90
 - Less than 25 percent medium and high severity alligator cracking
 - Higher points for midrange PCR and lower percent alligator cracking

Points
0-80

Agency rating (20 point maximum)

- Economy of scale
 - Documented response from provider required with application
- Deliverability (10 point maximum)
 - Past performance of TIB projects

10
0-10

Pavement Condition Rating



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

Other Funding Opportunities

SMALL CITY FEDERAL MATCH PROGRAM



Small City Federal Match Program

- TIB funds the required local match for fully-funded federal transportation project
 - Up to 10% of the Small City Arterial Program in TIB funding available annually
 - Apply during the regular application cycle under the Small City Arterial Program (SCAP)
- To be considered as a Federal Match project, your project must meet all threshold following requirements:
 - Federal funding is 86.5 percent of the federal-eligible project cost
 - TIB funding is limited to 13.5 percent of federal-eligible project cost
 - Project must be listed in the Statewide Transportation Improvement Program (STIP) showing construction funding
 - Maximum TIB request for the Federal Match Program is **\$125K**
 - City is responsible for any cost that is not federal-eligible
 - If the project receives an increase in federal funding, an increase in TIB funding is **not** automatic
- Project must meet eligibility requirements for Small City Arterial Program (SCAP)
 - Complete a SCAP application indicating Federal Match Project
 - Include the page from the Statewide Transportation Improvement Program (STIP) showing the project construction funding

If your federally funded application does not meet all requirement for the Federal Match Program, you can apply under the Small City Arterial Program

Other Funding Opportunities

RELIGHT WASHINGTON



Relight Washington

- Working with all energy providers that will provide a savings to cities
- PUDs are approved - except Lewis and Grant
- If is not converted and can prove savings, contact your TIB Project Engineer

Other Funding Opportunities

**COMPLETE STREETS
AWARD PROGRAM**



If funded the we may have this program in 2021.

2020 TIB Funding Program

ADMINISTRATIVE DETAILS



Project Administration

- Submit within one year of selection
 - Project Funding Status Form
 - Fuel Tax Agreements
 - Adopted TIP
- Engineering



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)
- Selected SCAP and SCSP projects must be included in the local agency Six Year TIP prior to receiving TIB authorization to proceed with project work
 - You are not required to include SCPP projects on your adopted TIP

Engineering

- Submit design and construction consultant agreements/supplements to TIB for review and approval **prior** to signing
 - TIB will not review construction supplement /agreement until after bids have opened and contract cost is known
- Design and Construction engineering is limited to a maximum of 30% construction cost plus construction other
 - Construction only projects are limited to 20 percent engineering
 - Simple projects are expected to require less than the 30 percent maximum
- Design engineering cost recommended to be no more than 15% of engineer's estimate including contingencies

Project Administration



- Project issues
- Project billings



Contact your TIB Project Engineer to discuss any issues that affect schedule, budget or scope:

- Schedule delays
- Funding shortfalls
- Changes to approved scope/project limits
- Change orders during construction

TIB expects agencies to request payments 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



TIB Region Engineers

Updated: March 2020

