

TIB Funding Workshop

Urban Programs 2020



2020 TIB Urban Workshop

- Introduction by TIB Executive Director, Ashley Probart

Workshop Agenda

- TIB Emphasis
- Program Changes
- Eligibility/Match
- Funding Timeline
- Application/Project Expectations
- Program Overview
- Project Administration

June 2020



TIB 2020 Emphasis

- Appropriate Roadway Sections
 - Narrow roads have advantages (safer for pedestrians, cheaper to build and maintain and controls motor vehicle speeds)
- Financial Condition
 - Increases are the exception not expectation
 - TIB is watching the estimates closer
 - Change orders must be approved by TIB for eligibility
- Utilities
- No Urban Sidewalk Program

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-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".

The TIB will managing projects more tightly and increases will be less likely.

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

Due to budget restraints there will not be a call for Sidewalk Projects in 2020 (sidewalks

may still be funded within the Urban Arterial Program).

TIB 2020 Emphasis

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

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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 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.

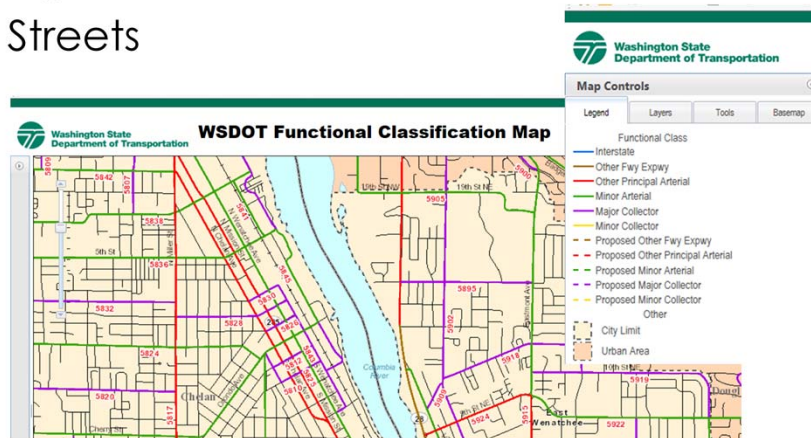
Please provide as realistic project schedule. The TIB cash flow is dependent on the schedules provided. Promptly closeout projects.

Construction Only: The project is only requesting TIB funding in construction phase AND the project will be ready to advertise within 1 year of award.

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

Eligibility for TIB Urban Funding

- Agencies
- Streets



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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 at the time of application (different than the past).

Required 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 |

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Required Minimum Local Match based on assessed valuation applies to **all** TIB urban funding programs

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
- Noneligible cost is not considered part of your local match

TIB Applications

- Download from TIB Website (www.tib.wa.gov)
 - Excel format
- Submit application
 - Hardcopy required
 - **Sidewalk Online**
 - Mail to TIB Office
 - Email excel workbook

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.
- Submit/submit 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.



Application forms

- Available on the TIB website
- Download the appropriate funding application
- 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 TIB applications (UAP and APP)

- Submit one originally signed application and attachments to TIB AND

- Email your excel application workbook and roadway section(s) 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

How to submit your TIB applications (SP)

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

TIB Funding Timeline



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Application deadline

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

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
- The Board selects projects for funding at the **November 20, 2020** board meeting

TIB Evaluation Process

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



| Scoring | |
|----------------------|----|
| Safety | 54 |
| Mobility | 63 |
| Growth & Development | 87 |
| Physical Condition | 54 |

| Criteria Ratings | |
|----------------------|----|
| Safety | 21 |
| Mobility | 30 |
| Growth & Development | 54 |
| Physical Condition | 21 |
| Sustainability | 10 |
| Constructability | 23 |

Rated By

Checked By

June 2020



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

Performance Ratings



Customer Information

Agency Statistics | Project Information | Billing Information | Project Delays | Funding Applications

Funded Project Summary

| | Active Projects | All Projects |
|-----------------------------|-----------------|--------------|
| Number of Projects | 3 | 16 |
| Project Length | 0.6 miles | 4.4 miles |
| Total TIB Funding | \$947,873 | \$2,972,375 |
| Remaining Commitment | \$947,873 | — |
| Net Increases vs. Surpluses | \$0 | -\$190,352 |
| Total Project Costs | \$1,146,869 | \$6,704,537 |

Average Project Lifespan

| | # of Projects | Average Lifespan | TIB Standard |
|------|---------------|------------------|--------------|
| UAP | 0 | 0.0 months | 60 |
| UCP | 4 | 58.5 months | 84 |
| SCAP | 0 | 0.0 months | 36 |
| SP | 3 | 48.3 months | 30 |
| RTP | 0 | 0.0 months | — |
| SCPP | 0 | 0.0 months | 30 |
| APP | 5 | 18.2 months | 30 |

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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
 - For construction only projects, engineering is limited to 20 percent of contract cost
- Application history
 - Last application
 - Applications versus funded projects

TIB Application Expectations



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

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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 for all applications submitted

Project schedule

- Apply for projects where 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



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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

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 shows selected project
- Street must be federally classified with an urban designation before application.

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 eligible contract cost plus eligible construction other
- **Construction only** projects are limited to 20 percent of eligible contract cost plus eligible construction other
- Engineering for less complex projects is expected to be less than the maximum

TIB Project Expectations

- Project schedule
- Project funding
- Project issues
- TIB payment requests



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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

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)

June 2020



Urban Arterial Program Goals

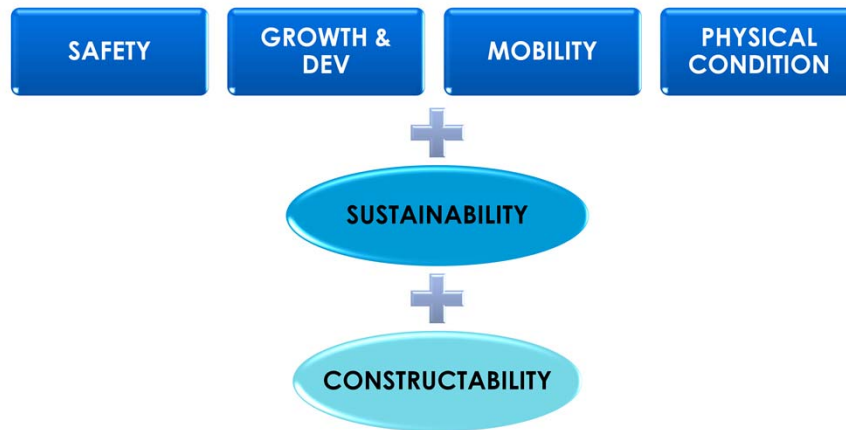
- Improve safety
- Support commercial growth and development
- Improve mobility
- Improve physical condition

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

Application Scoring



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Each application are 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
 - 10 point max
- Constructability
 - 25 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

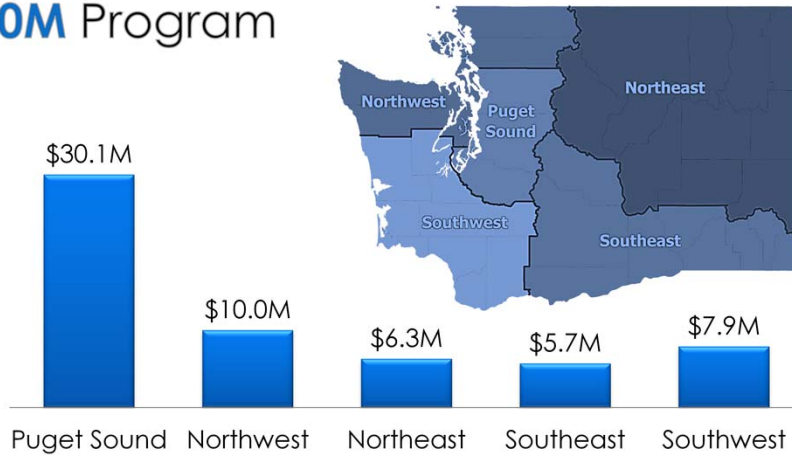
- Number of projects funded from a band is not limited
- Funding for a band stops when
 - Regional allocation is expended

OR

- All good projects in the band are funded

2020 UAP Funding

\$60M Program



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\$60M Program size includes both UAP and APP. The TIB will evaluate projects and determination on which projects get funded.

- Regional allocation based on population and lane miles
- Allocations updated annually

In 2019 the Northwest Region was under funded \$4M and it has been added to this years call

URBAN Application Requirements

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

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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 you submit the adopted TIP showing project

Project is consistent with agency and regional plans

Application review

- 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

WSDOT concurrence (if applicable)

- Required for projects located on or that tie into state highways
- Written WSDOT concurrence of project concept required with application

Typical Project Elements



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

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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
 - Sidewalk
 - Bicycle facilities
 - Route must be on adopted agency bicycle plan to be eligible
 - Transit accommodations
 - Bus pullouts, transit stops, transit only lanes are allowed
- Illumination
 - Use low energy lighting

Landscaping (WAC 479-05-130)

- Limited to five 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 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



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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 (if required)
- Advertising costs
 - Engineering services advertisement
 - Contract advertisement

What UAP Can Fund...

CONSTRUCTION PHASE

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

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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
 - ADA feature surveying, record drawings, type B progress schedule and project documentation
- 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

UAP Project Attributes

- Design considerations
- Typical grant amount
- Project types



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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 five foot width 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

Typical grant amount

- Projects typically range from \$1 million to \$5 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

What UAP Does Not Pay For...



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

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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

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 Band

SAFETY

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

Safety

65 point max

- Crash History
- Countermeasures



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Safety (65 point max)

- | | <u>Points</u> |
|--|--------------------|
| • 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 | 20 pts each |
| – Incidences with injuries | 5 pts each |
| – Property damage only incidences | 1 pt each (max 15) |
| • Countermeasures (25 point max) | |
| – Access control | |
| – Intersection control | |
| – Increases sight distance | |
| – Corrects offset/skewed intersection | |
| – Grade separation | |
| – Adds pedestrian facilities | |

UAP Criteria Band

COMMERCIAL GROWTH & DEVELOPMENT

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Aligns with economic development opportunities for commercial or industrial growth

- Project location appropriate to serve specific development site
- Development is imminent

Commercial Growth & Development 65 point max



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

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Commercial Growth & Development (65 point max)

- Points are awarded for site specific development or redevelopment
- No points awarded if the improvement is already in place

Public support (10 point max)

- Utilities onsite

Points
0-10

Private support (30 point max)

- Percent permits issued 0-15
- Development agreement status 0-10
- Private investment in public infrastructure 0-15
 - Highest private investment receives 10 points
- Permitted development activity (15 point max)
 - Dwelling units constructed in the development 0-5
 - Acreage of the development being developed 0-5
 - Jobs created by the development based on square footage/type 0-15
- Location (10 point max)
 - Development location 0-5
 - Project proximity 0-4
 - Dependence of development on the project 0-3

UAP Criteria Band

MOBILITY

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

Mobility

65 point max

- Congestion and Level of Service
- Network connectivity



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Mobility (65 point max)

- TIB will compare current level of service compared to the anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer.
- The following factors 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)

| | <u>Points</u> |
|---|---------------|
| – Significant congestion problem | 0-10 |
| – Increases LOS within project limits or New route | 0-20 |
| – Addresses congestion on the system or adjacent routes | 0-10 |
| – 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 |

UAP Criteria Band

PHYSICAL CONDITION

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- Corrects physical and structural deficiencies

Physical Condition 65 point max

- Existing condition
- Non-pavement condition



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Physical Condition (65 point max)

| | |
|--|---------------|
| • Existing Condition (30 point max) | <u>Points</u> |
| 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 | 0-2 |

Physical Condition

65 point max



- Existing attributes
- Loading
- Sidewalk condition

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| Physical Condition (65 point max) | <u>Points</u> |
|--------------------------------------|---------------|
| • Existing attributes (12 point max) | |
| – 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 |
| • Sidewalk condition (5 point max) | |
| – Does not meet standards | 0-3 |
| – Overall sidewalk condition | 0-3 |

Sustainability

10 point max



- Modal measures
- Energy measures



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Sustainability is part of every application's score

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

Sustainability (10 point max)

Points

- Modal measures (8 point max)
 - Adopted complete streets ordinance 1
 - Adds queue jump or transit only lane 1
 - Peak hour transit buses (one point for every 2 buses) 0-3
 - Appropriate sidewalk cross section 0-3
 - Bicycle facilities 0-3
- Energy measures (4 point max)
 - Install roundabout versus in place of warranted signal 2
 - Convert signalized intersection to roundabout 3
 - Convert stop controlled intersection to roundabout 1
 - Solar powered signage 1

Sustainability

10 point max

- Environmental measures
- Pavement recycling



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Sustainability (10 point max)

Points

- Environmental measures (8 point max)
 - Adopted greenhouse gas emission policy 1
 - Low Impact drainage practices or enhanced treatment 2
Incorporate bio-swales, rain gardens or other low impact drainage practices
 - Hardscaping or climate appropriate planting 1
or non-permanent irrigation
 - Appropriate roadway cross section 0-5
- Pavement recycling (4 point max)
 - In-place pavement recycling 4

Constructability

25 point max

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



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Constructability is part of every application's band score

- Evaluates the likelihood the project will successfully reach construction

Constructability (25 point max)

| | <u>Points</u> |
|--|---------------|
| • Funding (11 point max) | |
| – Overmatch (1 point for every 4% above minimum) | 0-5 |
| – Adopted TBD or locally dedicated transportation funding by ordinance | 1 |
| – Full funding in place | 5 |
| • Construction readiness and ease of implementation (14 point max) | |
| – Plans, specifications and estimate complete | 0-3 |
| – Permitting complete | 0-2 |
| – Cultural resource assessment complete | 2 |
| – Right of way certified or not required | 0-3 |
| – No federal funding | 3 |
| – Use of accelerated construction methods | 0-2 |
| If Road Closure not planned, provide justification | |
| – No railroad impact | 1 |
| – Utility upgrades status | 0-2 |

UAP Application

**2020 Urban Funding Application
for Urban Arterial Program (UAP)**

Must **EMAIL** signed application and required attachments to the TIB Office postmarked no later than August 14, 2020.
The mailing address for the TIB Office: Post Office Box 42901 • Olympia WA 98504-0901

Agency Name _____ Legislative District(s) _____
 Arterial Name _____ Congressional District(s) _____
 Project Limits _____ [Find Districts](#) _____
 Agency Contact _____ Phone Number _____
 Email Address _____
 Length in Miles _____ Average Daily Traffic (ADT) _____ Speed Limit _____
 Functional Class _____ Federal Route _____

PROJECT INFORMATION

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

Enter Requested Total TIB Funds _____
 Project Type _____
 Is this project an intersection only? _____
 Is this project construction ready? _____
 Does the project support a specific commercial development site? _____

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

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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 to complete
- If you select no for “Does this project support a specific economic development site?”
 - Do not complete the Commercial Growth and Development section
- If you select yes for “Is this project construction only?”
 - 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 2021

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

- 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

Slide 37

GCA3 Replace with screen print of 2020 Application
Armstrong, Greg (TIB), 4/24/2020

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 | | | | |

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

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Roadway geometrics & features

- Enter information for each segment
- Create a new segment when:
 - Existing or proposed street geometrics change (e.g. two lane to three lane)
 OR
 - Average daily traffic (ADT) changes significantly

Intersection geometrics & features

- Enter information for all intersections with functionally classified street

If you complete the Additional Segments tab

- After printing the application, add the additional data pages following the Segments section (application page 6)

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 Injuries 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 | < | > | =

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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

ARTERIAL PRESERVATION PROGRAM (APP)

June 2020



Slide 40

GCA6 Do we need to include if we are not offering APP in 2020? Slides 51-57
Armstrong, Greg (TIB), 4/24/2020

Arterial Preservation Program (APP)

- Target program size
- Who is eligible?
- Which streets are eligible?
- Local match
 - Cannot be used to match federal project
 - Cannot be combined with a federal project
- WSDOT Conceptual Concurrence

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\$60M Program size includes both UAP and APP. The TIB will evaluate projects and determination on which projects get funded.

- Regional allocation based on population and lane miles
- Allocations updated annually

Who is eligible?

- Urban cities with assessed valuation less than \$2 billion
- Eligibility evaluated annually from the Washington State Department of Revenue

Which streets are eligible?

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

Minimum local match required

- Assessed valuation under \$1.0 billion, required local match is 10% of project cost
- Assessed valuation of \$1.0 billion to \$2.0 billion, required local match rate is 15% of 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 (if applicable)

- Required for projects located on or that tie into state highways

- Written WSDOT concurrence of project concept required with application

Slide 41

CMW7 Verify fundng.

Workman, Chris (TIB), 4/27/2020

Typical Project Development

- Design phase
- Construction phase
- Typical project scope



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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
 - Overlays limited to two inch depth
 - Grind and overlay
 - Full depth reclamation
 - ADA ramp upgrade
 - Existing ramps must be upgraded to current standards

Non-eligible elements

- Landscaping
- Drainage (except for small adjustments)
- Illumination
- Construction of new sidewalk
- Guardrail
- Signing

APP Rating Criteria

| Criteria | Max Points |
|----------------|------------|
| Agency Rating | 15 |
| Segment Rating | 85 |

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| | <u>Points</u> |
|--|---------------|
| Agency rating (15 point max) | |
| • Economy of scale | 0-10 |
| – Requires written response from provider | |
| – Up to 10 points awarded | |
| • Deliverability | 0-5 |
| Segment rating (85 point max) | |
| • Each segment score based on existing pavement condition rating (PCR) | 0-60 |
| Route classification | |
| – Principal arterial | 15 |
| – Minor arterial | 10 |
| – Urban collector | 5 |
| Number of ADA ramps TIB is funding | |
| – None | 10 |
| – 1-5 | 7 |
| – 6-9 | 5 |
| – 10+ | 0 |

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

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

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

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| Full Depth Reclamation (FDR) Rating | <u>Points</u> |
|---|---------------|
| Each segment scored based on its pavement condition rating (PCR) | 10-60 |
| Segments with PCR below 60 | |
| • Maximum points given for segments with: <ul style="list-style-type: none">– Over 25 percent medium or high severity alligator cracking– Lower pavement condition ratings– Suitable if roadway base is failing | |

Pavement Condition Rating



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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

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Project Administration

- Delayed projects
- Other project issues



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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 only” 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

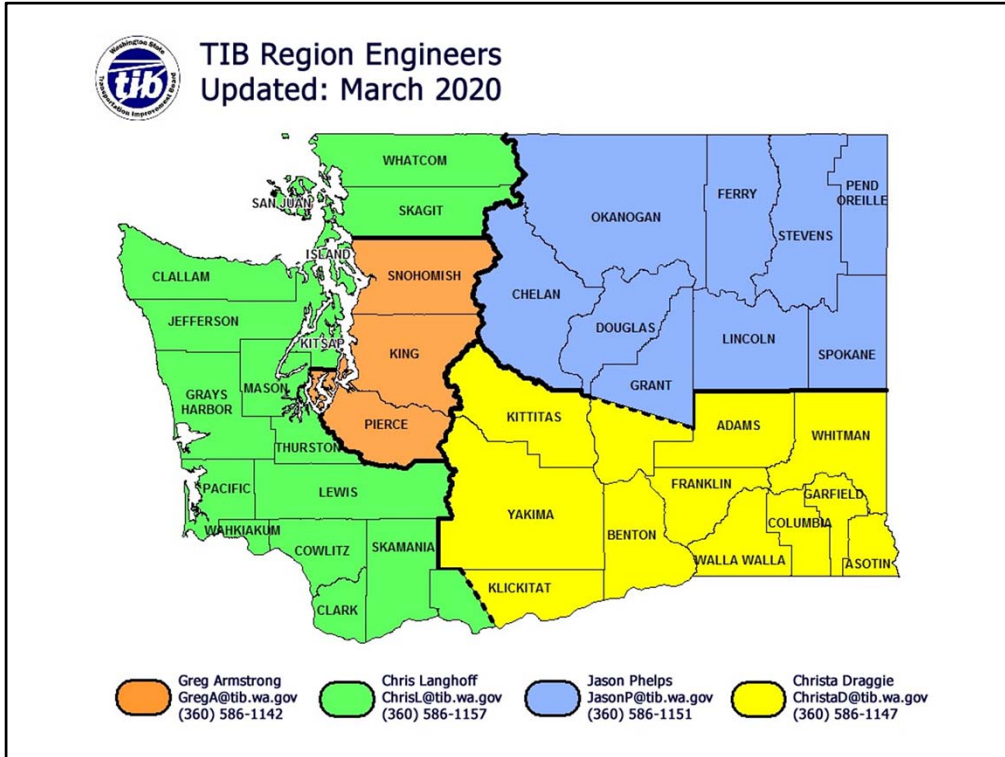
Transportation Improvement Board

**COMPLETE STREETS AWARD
PROGRAM**

June 2020



If funded the we may have this program in 2021.



Your TIB Engineer contact is shown on all TIB application forms