



2022 TIB Funding Workshop

Small City Programs

Workshop Agenda

- Emphasis for 2022
- What's New for 2022
- Funding Timeline
- Program Overviews
- Other Considerations
- Open Discussion

June 2022



Emphasis for 2022

- **\$10 Million for Preservation this Year**
- **Appropriate Roadway Sections**
 - Narrow roads have advantages (safer for pedestrians, cheaper to build and maintain and controls motor vehicle speeds)
- **Do NOT Include Non-Eligible Schedules in the Application**
- **SCPP Maintenance**
- **Use Small Works Roster**
- **Change Orders**

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Transportation Improvement Board

The Legislature provided additional preservation funding this year. There should be a focus on city wide crack seal/preparation for future years. Also look at larger projects to help reduce the unit bid prices.

-**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."

-Florida Department of Transportation's Freight Roadway Design Considerations (DRAFT) states: "Narrower lanes that discourage high vehicle speeds may be safer for accommodating interactions between large vehicles and non-motorized modes, even though the narrower lanes put the two users in closer proximity to each other."

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/d7/freight-roadway-design-considerations_2015.pdf?sfvrsn=20c9cb21_2

Utilities

If there is utility work or work outside of the approved scope, then do not include the costs in the application.

If there is non-eligible work within the TIB funded schedule, then show it in the application. Do not show non-eligible schedules or non-eligible work on the application.

Small City Maintenance

Apply for citywide crack seal and other low-cost needs prior to overlay and sealcoat projects. Higher quantity=lower unit cost.

Small Works Roster

Visit [MRSC Rosters](https://mrscrosters.org) at <https://mrscrosters.org> to register your agency or contractor for MRSC small works rosters.

Design Review

It is recommended that you submit 60 percent design package for review to minimize late comments just prior to the advertisement date. This includes a pavement design for review.

Change Orders

Keep your Region Engineer updated on any potential change orders throughout the project.

What's new for 2022

General

- New quarterly TIB program management training coming soon
- SSCP Maintenance should be completed prior to applying for other preservation (chip/overlay)

Active Transportation Program (ATP)

- Active Transportation Program has replaced the Sidewalk Program

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General

TIB will start providing a quarterly training, rotating around the regions. This training will cover the programs requirements in more depth and will provide more general program management. The target audience is those that are new to our programs or would like a more detailed refresher.

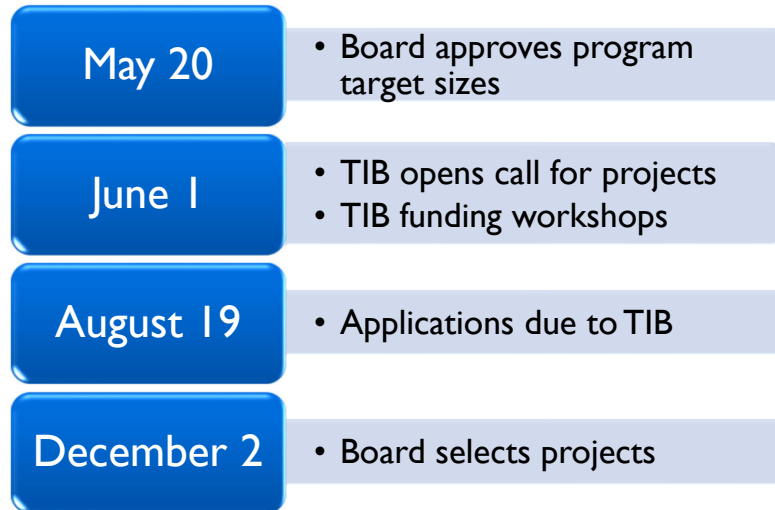
Maintenance Program

This year, projects that have prep-work completed will receive additional consideration. Future years, crack seal or other prep-work costs should already be complete, and in most cases, not eligible except under the maintenance application.

Active Transportation Program

The Sidewalk Program was revised to be more inclusive of other active transportation options.

Funding Timeline



June 2022



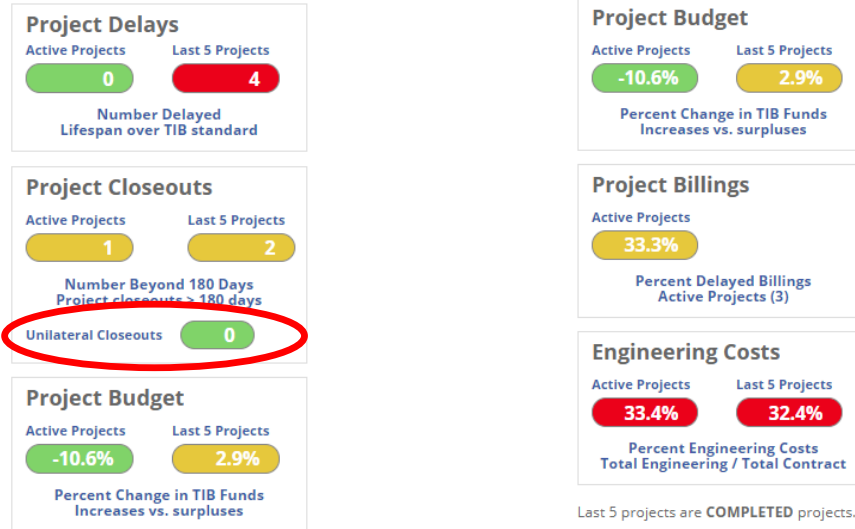
Application deadline

- Applications must be submitted no later than **August 19, 2022**.

Board selection

- Board selects projects for funding on **December 2, 2022**.

Agency Performance



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TIB monitors the following project trends for an agency:

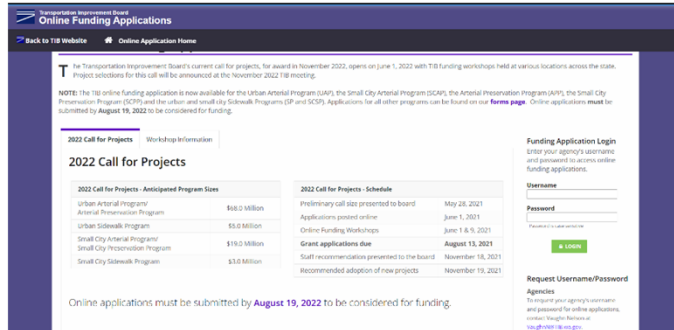
- Inventory
- Project delays
- Schedule extends beyond TIB standard
- Project closeouts
- Closeout not completed within 90 days of five percent remaining funds
- Project budget
- Change in cost from application to closeout
- Project billings
 - Payment requests on a regular basis
 - At least quarterly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

TIB Applications

- Most Applications are Online this Year
- Maintenance Application



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Applications are due by **August 19, 2022**, and must include all required attachments.

Small City

PRESERVATION PROGRAM

State Routes

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State routes are not eligible for TIB's Small City Preservation Program.

New state law: WSDOT received preservation funding with requirements to consider Complete Streets for preservation projects over \$500,000. If there is a WSDOT preservation project in your town/city, make sure to discuss the Complete Streets plan with them.

SCPP Project Type

\$10M Statewide
for Preservation

- Maintenance
- Seal Coat
- Overlay



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Maintenance - look at small works roster, county, or agency work

- City-wide crack seal
- Pavement repair
- Fog seal

Chip Seal - requires previous pavement maintenance (crack seal) complete (2023)

- Chip seal of existing surface
- Pavement repair and crack sealing
- Sweeping
- Striping
- Minor drainage improvements

Overlay - requires previous maintenance (crack seal) complete (2023)

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

If you have questions regarding using county forces for maintenance work, please contact your county directly or Christa Draggie with TIB at ChristaD@tib.wa.gov.

SCPP Maintenance

- City-wide Crack Seal
- Pavement Repair
- Fog Seal
- 2022 Emphasis

Note: Crack seal will be required prior to chip seal or overlay project grant in 2023.



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Transportation Improvement Board

Complete city-wide crack seal project and maintain this low-cost treatment.

SCPP Chip Seal Rating

Category	Points
Segment Rating	80
Agency Rating	20
Total Points	100

- More Segments = lower \$/mile
- Sidewalk Maintenance Not Eligible
- ADA Ramps Not Required
- State Routes Not Eligible

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Chip Seal

Segment rating (80-point max)	<u>Points</u>
<ul style="list-style-type: none"> • Pavement Condition Rating <ul style="list-style-type: none"> – PCR range is 40 to 80 – Less than 25 percent medium and high severity alligator cracking – Higher points for midrange PCR and lower percent alligator cracking 	0-80
Agency rating (20-point max)	
<ul style="list-style-type: none"> • Economy of scale <ul style="list-style-type: none"> – Documented response from provider required with application • Deliverability 	0-10 0-10

Note: For 2023, crack seal should be completed prior to applying for a chip seal project. For 2022, those that already have crack seal complete will receive additional consideration.

SCPP Overlay Rating

Category	Points
Segment Rating	80
Agency Rating	20
Total Points	100

- **Logical Project Limits**
 - more segments = lower \$/mile
- **ADA Ramps Must be Upgraded if out of Compliance**
 - Prefer complete prior to overlay project
- **State Routes Not Eligible**

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Overlay

	<u>Points</u>
Segment rating (80-point max)	
• 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	
– TIB Arterial	10
– Local Access	5
• #ADA ramps funded by TIB:	
• None	10
• 1-5	7
• 6-9	5
• 10+	0
Agency rating (20-point max)	
• Economy of scale	10
– Documented response from provider required with application	
• Deliverability	0-10

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ACTIVE TRANSPORTATION PROGRAM (ATP)

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ATP Goals

- Improve Pedestrian and Cyclist Safety
- Create System Continuity
- Link Pedestrian/Cyclist Generators



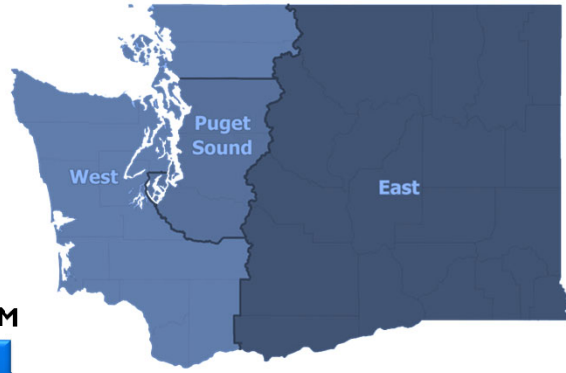
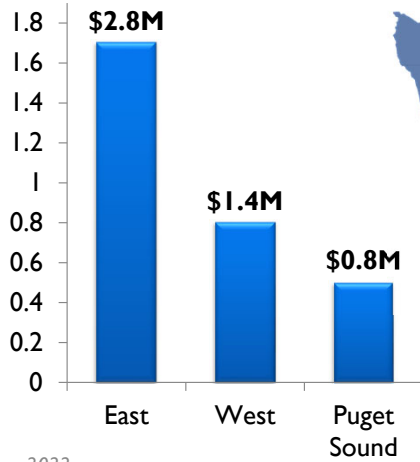
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- Improve pedestrian and cyclist safety and enhance pedestrian and cyclist mobility by providing access, system continuity and connectivity
- Projects provide facilities on or adjacent to agency-owned streets
- Projects should focus on a corridor within an urban activity center or between pedestrian/cyclist generators

ATP Funding

\$5.0M Program



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 Transportation Improvement Board

ATP Funding is distributed regionally.

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

ATP Scope

- Project Types
- Typical Grant Size



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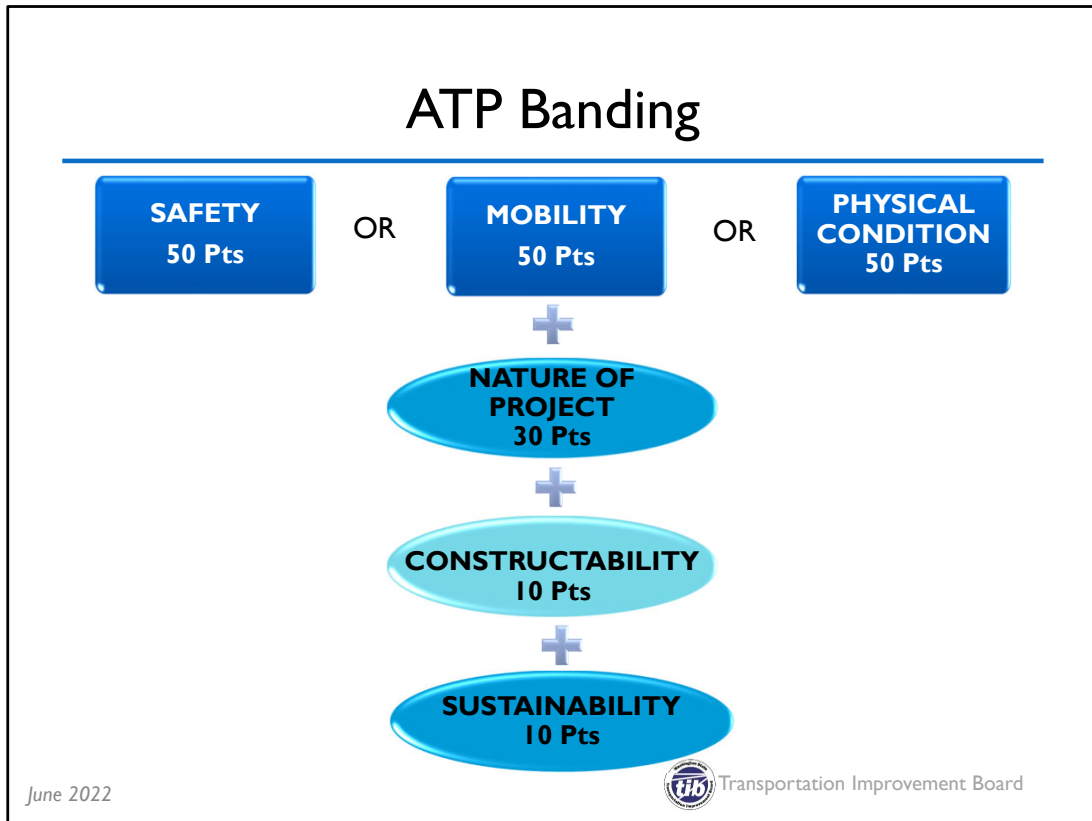


Eligible project type examples (this is not an all-inclusive list):

- Sidewalk
- Shared-use path
- Bike facilities
- Mid-block crossings
- Rectangular Rapid Flashing Beacon (RRFB)

Typical grant size:

- Typical funding ranges from **\$150,000 to \$500,000** per project
- Contact your TIB Engineer if the application is outside of the typical funding range



Each application is scored in all three of the following bands unless agency chooses to opt out of bands (50-point max):

- Safety
- Mobility
- Physical Condition

All applications receive a score for:

- Nature of project (30-point max)
- Constructability (10-point max)
- Sustainability (10-point max)

Band score is determined by the following equation:

- Criteria band score + Nature of project score + Constructability score + Sustainability score = 100-point max

Points are one consideration during application review

ATP Safety Band

50-point max

Category	Points
Documented crash involving pedestrian or cyclist	25
Existing hazards	25

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Documented crash involving pedestrian or cyclist (25-pts max)

- Bike /Ped crash with vehicle 10 pts per occurrence
- Bike/Ped crash non-vehicle 5 pts per occurrence

Existing Hazards (high/medium/low) (25-pts max)

- Obstructions 0-5 pts
- Sight distance 0-5 pts
- Speed 0-5 pts
- Volume (AADT) 0-5 pts
- Exposure (number of users) 0-5 pts

ATP Mobility Band

50-point max

Category	Points
Accessibility	25
Transit access	5
Business access	5
High density housing	5
Identified community need	10

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Accessibility to public facilities such as:

- Schools (per facility)
- Community Center
- City Hall
- Police/Fire Station
- Park

0-5 pts (per facility)

Transit access

0-5 pts

Business access

0-5 pts

High-density housing

0-5 pts

Identified community need

0-10 pts

ATP Physical Condition Band 50-point max

Category	Points
Width	10
Surface type	5
Condition	10
Obstructions	5
Visibility	5
Drainage issues	5
Deep ditches	5
Inadequate signage and/or striping	5

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Transportation Improvement Board

Width	0-10 pts
Surface type	0-5 pts
Condition	0-10 pts
Obstructions	0-5 pts
Visibility	0-5 pts
Drainage issues	0-5 pts
Deep ditches	0-5 pts
Inadequate signage and/or striping	0-5 pts

ATP Nature of Project

30-point max

Project Type	Points
New sidewalk	30
Existing facility	30
New bicycle facility	30
Pedestrian or bicycle crossing	30

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Choose the type which best fits your project

- **New Sidewalk (high, medium, low)**
 - # ADA barriers removed 0-5 pts
 - Completes gaps (high, medium, low) 0-10 pts
 - Extends improvements (high, medium, low) 0-5 pts
 - Length of improvement 0-5 pts
 - Adds speed management 0-5 pts
 - Appropriate cross-section 0-5 pts
- **Existing Facility (high, medium, low)**
 - # ADA barriers removed 0-5 pts
 - Length of improvement 0-5 pts
 - Restores network (high, medium, low) 0-10 pts
 - Adds speed management 0-5 pts
 - Appropriate cross-section 0-5 pts
- **New Bicycle Facility (bike lanes or multi-use path) (high, medium, low)**
 - # ADA barriers removed 0-5 pts
 - Completes gaps (high, medium, low) 0-10 pts
 - Extends improvements (high, medium, low) 0-5 pts
 - Length of improvement 0-5 pts
 - Adds speed management 0-5 pts
 - Appropriate cross-section 0-5 pts
- **Pedestrian or Bicycle Crossing (high, medium, low)**
 - # ADA barriers removed 0-5 pts

- Increases visibility 0-5 pts
- Shortens crossing distance 0-10 pts
- Adds appropriate ped/bicycle treatments 0-10 pts
- Adds speed management 0-5 pts

Constructability

10-point max

Category	Points
TBD or other locally dedicated fund source	2
No federal funding or WSDOT involvement	3
Construction ready	2
Environmental complexity	2
Utilities	2
Local match	5

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TBD or other locally dedicated fund source	2 pts
No federal funding or WSDOT involvement	3 pts
Construction ready	2 pts
Environmental complexity	0-2 pts
Utilities located prior to project or no relocation required	2 pts
Local match	
- 1 point for each 2 percent above minimum local match	0-5 pts

Sustainability

10-point max

Category	Points
Adopted Greenhouse Gas Emissions policy	1
Adopted Complete Streets ordinance	2
Hardscaping or climate-appropriate plantings	2
Low-impact drainage practice	5

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Adopted Greenhouse Gas Emissions policy	1 pt
Adopted Complete Streets ordinance	2 pts
Hardscaping or climate-appropriate plantings	2 pts
Low impact drainage practice	
- Use bio-swales, rain gardens, or other low impact drainage practices	0-5 pts

Small City

ARTERIAL PROGRAM (SCAP)

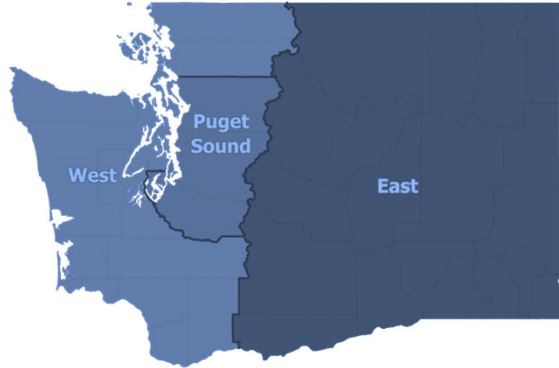
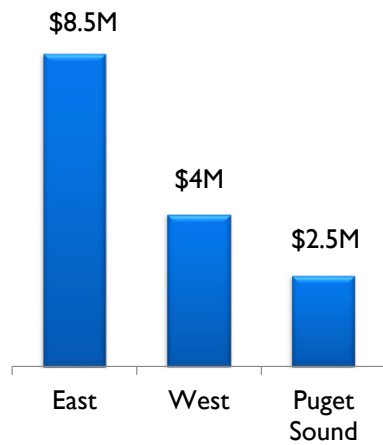
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Transportation Improvement Board

SCAP Funding

\$15.0M Program



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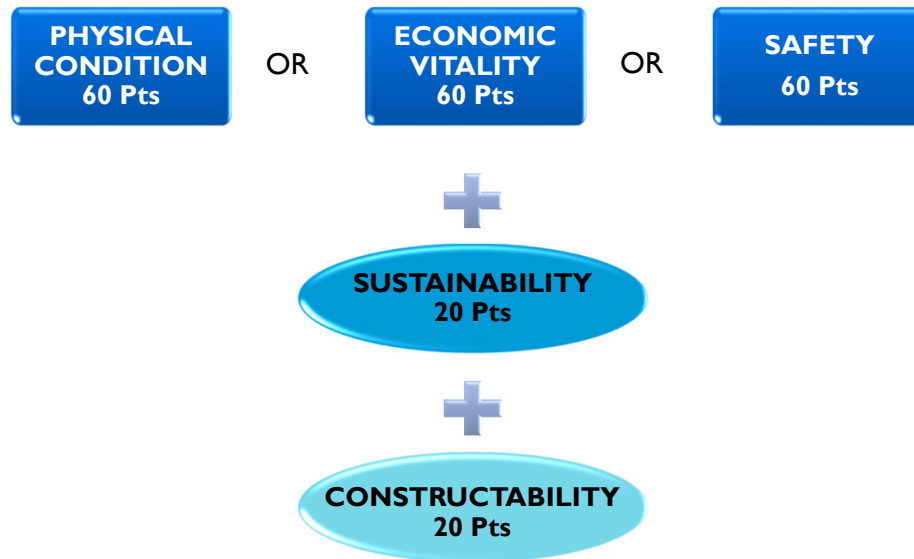


Transportation Improvement Board

SCAP Funding is distributed regionally.

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

SCAP Banding



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Transportation Improvement Board

Each application is scored in all three of the following bands unless agency chooses to opt out of bands (60-point max for each band):

- Physical Condition
- Economic Vitality
- Safety

All applications receive a score for

- Sustainability (20-point max)
- Constructability (20-point max)

Band score is determined by the following equation:

- Criteria band Score + Sustainability score + Constructability score
- 100-point max

Points are one consideration during application review.

SCAP Design Requirements



June 2022

- Design Standards
- Sidewalk
 - Requirements
 - Standards
- Sidewalk Deviations



Design Standards

Use guidance from sources, such as NACTO, Complete Streets, WSDOT Design Manual, etc.

Sidewalk is required only when:

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

TIB sidewalk standards

- Sidewalk must be ADA compliant
- Minimum five-foot clear width
- 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 justified

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

Typical funding ranges from **\$300,000 to \$1,000,000** per project. Contact your TIB Engineer if your application is outside of the typical funding range.

SCAP Criteria Bands

- Physical Condition
- Economic Vitality
- Safety

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Physical Condition

60-point max

- Existing Pavement Condition
 - Reconstruction or Pavement Rehabilitation
 - Overlay
 - New Street
- Non-Pavement
 - Stormwater
 - ADA
 - Sidewalk
- Loading/Significance



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Transportation Improvement Board

Corrects physical and structural deficiencies and prevents failure.

Existing condition (30-point max)

- TIB engineer PCR score rating or; 0-30
- Bridge condition (Federally funded bridge only) or; 0-30
- Adds new street (provide justification) 0-30

Non-Pavement condition (15-point max)

- Stormwater conveyance 0-10
- ADA ramps 0-5
- Existing sidewalk condition 0-5

Loading/Significance (15-point max)

- Heavy load route 0-5
- Bus route (trips/day) 0-5
- Significance
 - Residential 0
 - Business corridor 0-5

Economic Vitality

60-point max

Improves central business district, considering all users.

- Access for All Users
- Aesthetics



June 2022



Transportation Improvement Board

Improves central business district considering all users.

Access for all users (30-point 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 |

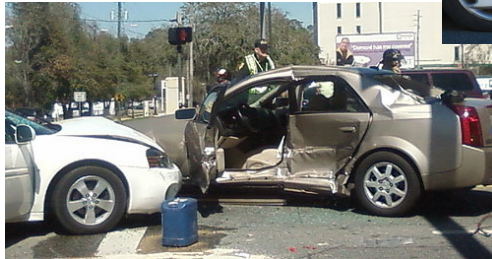
Aesthetics (30-point max)

- | | |
|---|------|
| • Gateway/wayfinding/decorative signs | 5 |
| • Decorative surface treatment | 5 |
| • Decorative lighting/ street furniture | 5 |
| • Other streetscape improvements | 5 |
| • General appearance/impression | 0-10 |

Safety

60-point max

- Crash Data
- Safety Hazards
 - Hazards
 - Existing Conditions



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Transportation Improvement Board

Makes safety improvements.

Crash History (25-point max)

Incidents must occur within the project limits. Crashes must be correctable by project to receive points.

- | | |
|----------------------------------|------------------------|
| • Property damage only incidence | 2 points per incident |
| • Incidences with injuries | 5 points per incident |
| • Incidences with fatalities | 15 points per incident |

Potential Safety Hazards (35-point max)

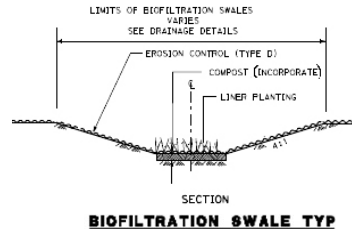
Proposed project must eliminate or minimize hazard to receive points

- | | |
|---|-----|
| • Signal warrant with Engineering study or Roundabout | 10 |
| • Sight Distance- <i>Physical features that impair what driver sees</i> | |
| • Visibility affected by horizontal, vertical or intersection alignment | 0-3 |
| • Skewed Intersection | 0-3 |
| • Railroad Crossing- <i>Must improve crossing to receive points</i> | |
| • 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
Evaluate permanence & magnitude of object. Examples of obstructions are power poles, mailboxes, parked cars
 - Over 50 percent of project length 3
 - 25 to 50 percent of project length 2
 - Less than 25 percent of project length 1
- Adjacent Terrain
 - Unrecoverable Bank/Slope 0-5
- Pedestrian Safety 0-5
Reducing crossing distance, bulb-outs, RRFB's, etc.
- Truck Route
 - T1-T2 5
 - T3-T5 3
 - Delivery Truck or Bus Route 1

Sustainability

20-point max



SECTION
BIOFILTRATION SWALE TYP



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Improves project quality through a sustainable design.

Adopted Complete Streets ordinance 1

Modal Measures (10-point max)

- Appropriate sidewalk cross-section 0-5
- Bicycle facilities when included in an appropriate cross section 0-5

Environmental Measures (10-point 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-point max)

- Construct roundabout 0-5

Pavement (5-point 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



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Transportation Improvement Board

Provides a reasonable expectation of successful completion.

Full funding (5-point 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-point 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-point max)

- Agency performance 0-5

OTHER PROJECT CONSIDERATIONS - ALL PROGRAMS

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Transportation Improvement Board

Other Considerations (all programs)

- Problem / Needs Statements
- Utilities
- ADA Features Survey
- Provide Realistic Schedules
- Delayed / At-Risk Projects

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Make sure the requested need corrects the stated problem.

Utilities

Utility work shall be fully funded and preferably built before the TIB project. Consider ordering materials or constructing prior to TIB project due to current supply delays which causes construction delays.

ADA Features Survey

ADA features survey is an eligible cost but is considered as Construction Engineering.

Project Schedule

Please provide as realistic project schedule. The TIB cash flow is dependent on the schedules provided. Promptly closeout projects. If your project schedule changes, update your Region Engineer with justification.

Risk

Understand the delay and at-risk consequences for your project.

Other Considerations (all programs)

- In Agency's Adopted Six-Year TIP (not for SCPP)
- Consistent With Other Plans
- Application Review
- Project Cost Estimate
- WSDOT Concurrence

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

- Project is included on the agency's adopted Transportation Improvement Program (Not required for SCPP)
- Project is consistent with agency comprehensive and regional plans

Application review

- Ensure application is reviewed thoroughly before submittal
- 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

- Required for projects located on or that abut a state highway
- Written WSDOT concurrence of project concept required with application submittal

TIB Does Not Reimburse For...



- Costs Exceeding WAC Limitations
- Excess Property
- Work Outside of Limits or Scope
- New Utilities or Utility Upgrades
- Fiber in HMA

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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
- Construction only projects are limited to 20 percent of the eligible construction contract

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 (**SCPP/ATP- right of way not eligible**)

Work outside of the project limits or approved scope

New utilities or utility upgrades

Fiber is not TIB eligible. If you use fiber, place it as a separate bid item.

Required Minimum Local Match

City Assessed Valuation	Local Match
Under \$100 Million	0
\$100 Million - \$500 Million	5 percent
Over \$500 Million	10 percent

June 2022



SCAP/ATP

- 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

SCPP

- Cannot be used as a match on a federal project
- Cannot be combined with a federally funded project

Online Application Webinar

June 14 at 10 a.m.

Join the event
using the following
QR code



June 2022



***Most applications must be submitted online**

- Applications and supporting documentation must be submitted online. If you have questions regarding your online application portal or username and password, contact Vaughn Nelson at 360-586-1149 or VaughnN@tib.wa.gov.
- There will be a virtual online application overview on June 14 at 10 a.m.
- Join the webinar using the above QR code or the following link:

<https://watech.webex.com/watech/j.php?MTID=m8b2a0d8f7956a04bbe8b1095d6fbe385>

Other Funding Opportunities

SMALL CITY FEDERAL MATCH PROGRAM

June 2022



Transportation Improvement Board

Small City Federal Match Program

- TIB funds the required local match for fully-funded federal transportation project
 - 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 **\$125,000**
 - City is responsible for any cost that is not federal-eligible
 - If the project receives an increase in federal funding, a TIB funding increase 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

June 2022



Transportation Improvement Board

Nearly 90 percent of known conversions are complete. If you are eligible and haven't converted to LED streetlights, submit your proposal soon.

Transportation Improvement Board

COMPLETE STREETS AWARD PROGRAM

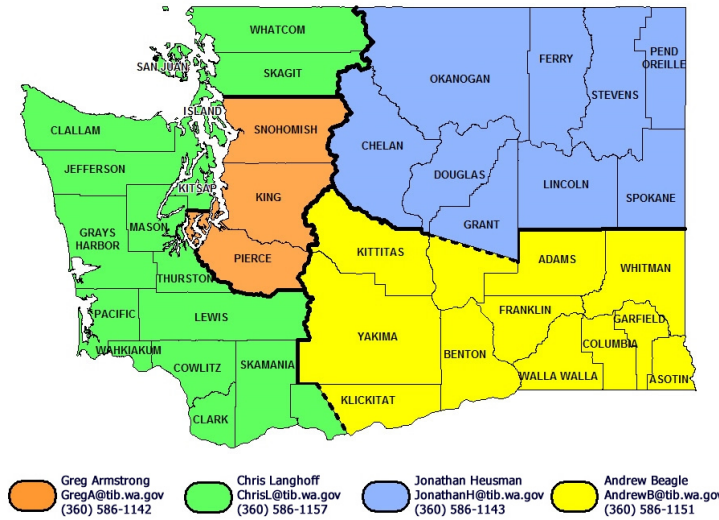
June 2022



To be eligible, you must have an adopted jurisdiction-wide Complete Streets ordinance.

- Last round was March 2022. Next round will likely be in 2024.
- Over 150 agencies now have an ordinance.
- The Legislature increased funding in this program with new requirements.
- TIB will review the future and structure of this program soon for potential changes.

TIB Region Engineer Contact Info



June 2022



Open Discussion / Questions

1. What's working well?
2. What's not working well?
3. Other suggestions or comments?

June 2022



APPENDIX





Transportation Improvement Board

Project Cost Classifications

PROJECT COSTS ARE ELIGIBLE ONLY AFTER PROPER TIB PHASE APPROVAL

Design Phase

Design phase costs are those incurred after TIB approval of design phase.

DESIGN ENGINEERING

- Development of plans, specifications, and cost estimate
- Geotechnical services
- Environmental/Permitting costs
- Advertisement for consulting services and/or contract
- Project-specific supplies, equipment, or services
- Cultural resource assessment (if required)
- Value engineering study (if required)
- Other project-related study when justified

RIGHT-OF-WAY

- Preparation of right-of-way plans
- Appraisal costs
- Parcel acquisition costs
- Legal and administrative fees associated with acquisition

Construction Phase

Construction phase costs are those incurred after award of the contract through contract completion

CONSTRUCTION ENGINEERING

- Construction management
- Construction inspection (including WSDOT inspection)
- Construction surveying
- Materials testing

CONSTRUCTION OTHER

- Work completed outside the primary contract but part of approved scope
- Procurement of equipment/materials outside of the primary contract but part of approved scope

CONTRACT AMOUNT

- Primary contract cost
- Eligible change order costs

ENGINEERING COSTS INCLUDE:

All consultant agreement costs, WSDOT reviews/inspection, local agency management, materials testing, construction surveying, engineering related work and supplies.



TIB PROJECT GUIDANCE

TIB Matching Ratio	$= \frac{\text{Total TIB Funds}}{\text{Eligible Project Cost}}$ <ul style="list-style-type: none"> • This ratio is set at project selection • Usually does not change during project life
TIB Reimbursement Ratio	$= \frac{\text{Total TIB Funds}}{\text{Total Project Cost}}$ <ul style="list-style-type: none"> • This ratio is different than the TIB Matching Ratio if the project has non-eligible cost • Changes during the life of the project as the non-eligible cost increases or decreases
Engineering Costs	<p>Design & Construction Phase Projects</p> <ul style="list-style-type: none"> • Engineering costs more than 30 percent of the Contract costs are typically not eligible for TIB participation <p>Construction Phase Only Projects</p> <ul style="list-style-type: none"> • Engineering costs more than 20 percent of the eligible Contract costs are typically not eligible for TIB participation
Minor Changes	<ul style="list-style-type: none"> • Costs are considered non-eligible until Contract Completion • At Contract Completion, TIB reviews costs to determine if eligible
Landscaping	<ul style="list-style-type: none"> • Landscaping costs that exceed five percent of the eligible Contract cost are not eligible for TIB participation
Right-of-Way Acquisition	<p>UAP & SCAP Only</p> <ul style="list-style-type: none"> • Only right-of-way necessary for construction of the project is eligible for TIB participation • Right of way costs are not eligible under the Active Transportation Program
Sidewalk Requirements	<ul style="list-style-type: none"> • Hard surfaced facility with a minimum width of five feet with no obstructions • Five-foot width can include the top of the curb • Sidewalk is physically separated from the travel lanes with curb, ditch, or swale
ADA Access	<ul style="list-style-type: none"> • Use the most current design standards for sidewalk and sidewalk ramps
Change Orders	<ul style="list-style-type: none"> • TIB may not participate in the cost of Change Orders. Contact your Region Engineer to determine eligibility prior to approving Change Orders.
Executive Order 21-02	<ul style="list-style-type: none"> • Department of Archaeology & Historic Preservation (DAHP) determines if a project requires a Cultural Resource Assessment (CRA) • Project CRA concurrence letter from DAHP is required prior to advertising the project
Consultant Agreement	<p>Small Cities Only</p> <ul style="list-style-type: none"> • Use the TIB Consultant Agreement and TIB Consultant Agreement Supplement forms • Must be reviewed by TIB Project Engineer before execution • For projects with Federal funding, use the Local Agency Guidelines (LAG) Consultant Agreement Supplement forms

