



2022 TIB Funding Workshop

Urban Programs

Workshop Agenda

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

June 2022



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Emphasis for 2022

- **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**
- **PS&E Review**
- **Change Orders**
- **Crack Seal**

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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-ft. 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

Non-eligible Work

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.

PS&E Review

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

Change Orders

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

Crack Seal (APP)

Crack seal should be completed as maintenance and will not be an eligible cost starting in the 2023 call for projects. Projects in 2022 without crack seal needs will receive additional consideration.

What's New for 2022

General

- New quarterly TIB project management training coming soon

Arterial Preservation Program (APP)

- Eligible agency assessed valuation increased from \$2B to \$3B
- Legislature provided more preservation funding
- FDR is no longer an eligible treatment in APP

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General

TIB will start providing 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.

Arterial Preservation Program

Newly eligible agencies: Battle Ground, Covington, Fife, Lynden, Monroe, Moses Lake, Oak Harbor, Port Angeles, Port Orchard, Poulsbo, Pullman, Walla Walla, and Washougal.

FDR is no longer an eligible APP treatment; however, FDR is an eligible treatment in the Urban Arterial Program.

What's New for 2022 (cont.)

Urban Arterial Program (UAP)

- Construction ready projects now receive points for full funding
- Application is available online

Active Transportation Program (ATP)

- Active Transportation Program has replaced the Sidewalk Program

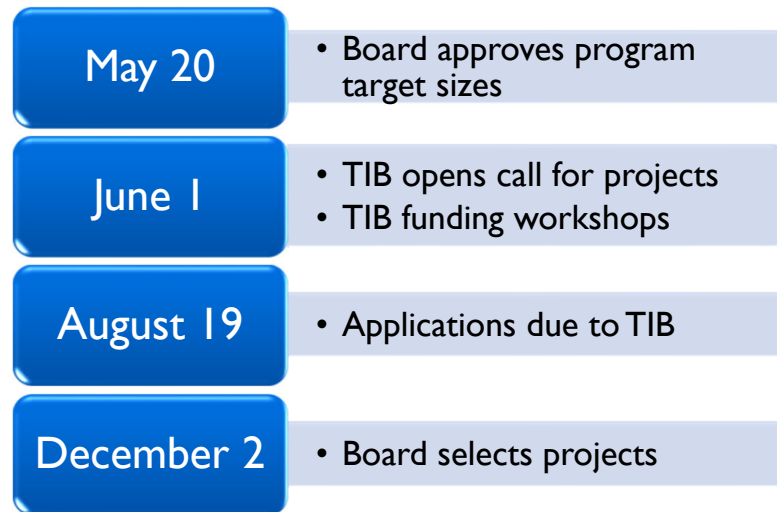
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The Sidewalk Program was revised to be more inclusive of other active transportation options.

Funding Timeline



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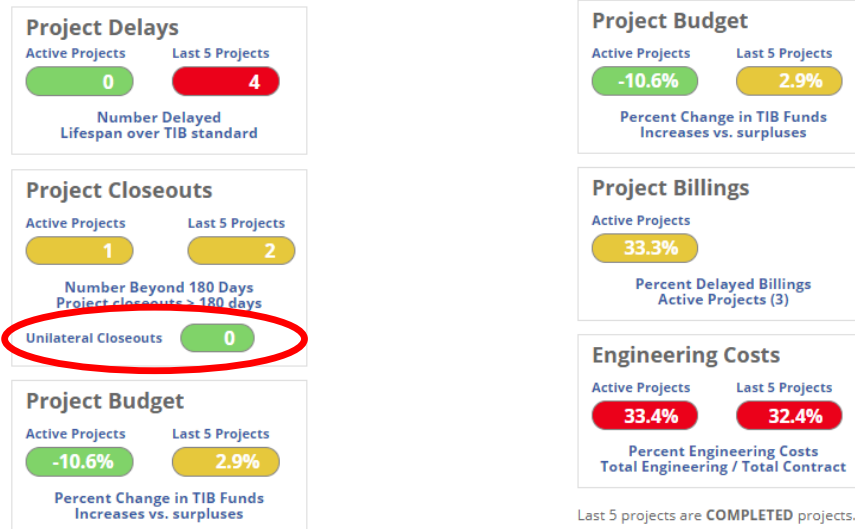
Application Deadline

Applications must be submitted online 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

URBAN ARTERIAL PROGRAM (UAP)

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Urban Arterial Program Goals

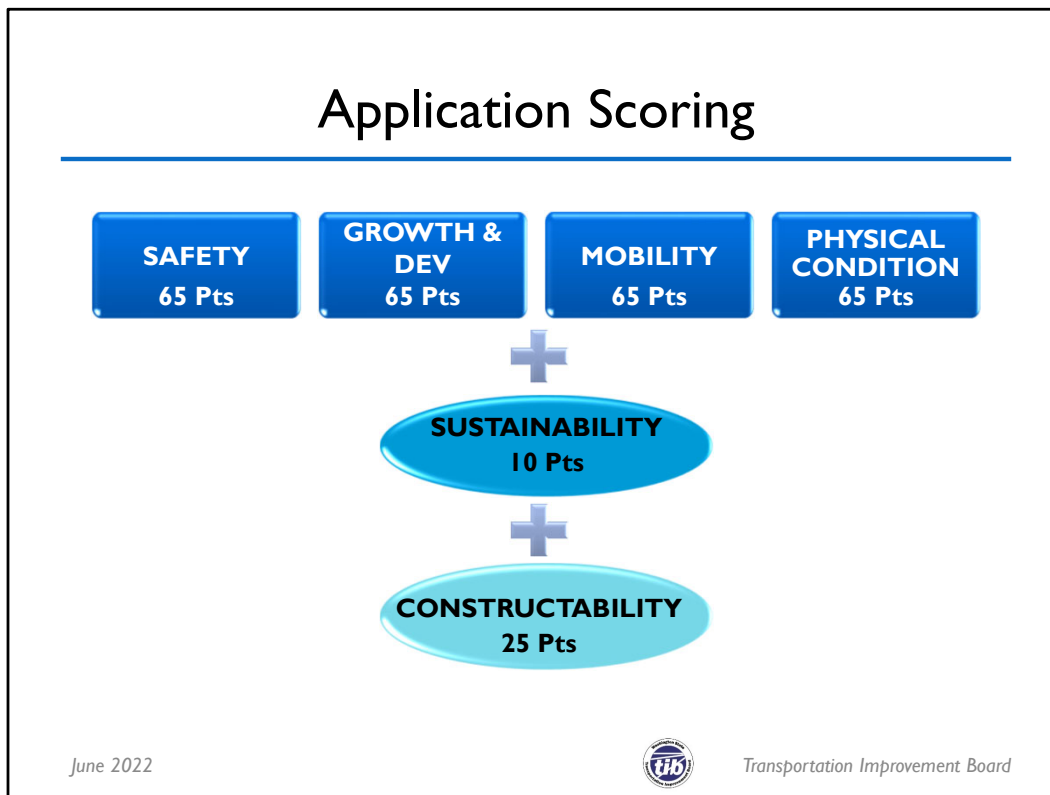
- Improve Safety
- Support Commercial Growth and Development
- Improve Mobility
- Improve Physical Condition

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



Each application is scored in all four of the following bands unless agency chooses to opt out of bands (65-point max):

- Safety
- Growth & Development
- Mobility
- Physical Condition

All applications receive a score for:

- Sustainability (10-point max)
- Constructability (25-point max)

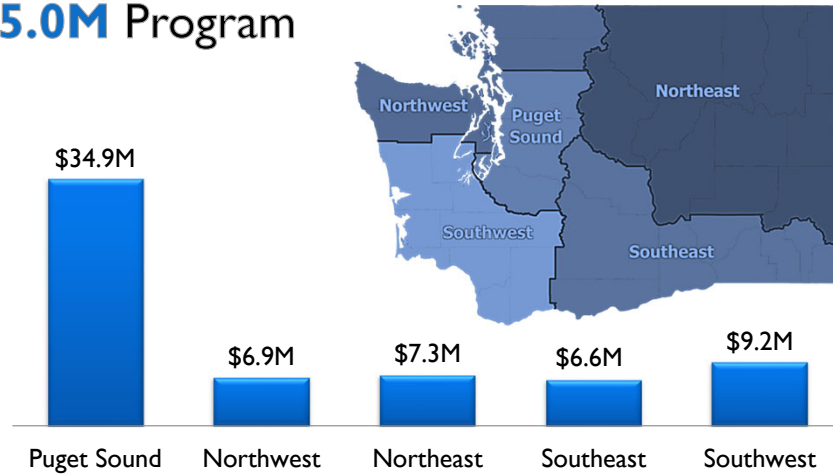
Band score is determined by the following equation:

- Criteria Band Score + Sustainability Score + Constructability Score
- 100-point max

Points are one consideration during application review.

2022 UAP Funding

\$65.0M Program



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Regional allocation is based on population and lane miles.

Allocations are updated annually.

UAP Project Attributes

- Design Considerations
- Typical Grant Amount
- Project Types



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Design considerations

- Sidewalk is required on both sides of the street
 - 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 is justified
- 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 \$6 million
- Request the lowest amount needed to secure full funding between logical limits
- Funding limited by regional distribution

Project types

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

UAP Criteria Bands

- Safety
- Commercial Growth and Development
- Mobility
- Physical Condition

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Safety

65-point max

- Crash History
- Countermeasures



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Crash data

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

- Crash History (40-point max)
 - Incidences with fatalities
 - Incidences with injuries
 - Property damage only incidences
- Countermeasures (25-point max)
 - Access control
 - Intersection control
 - Increases sight distance
 - Corrects offset/skewed intersection
 - Grade separation
 - Adds pedestrian facilities

Points

20 pts each

5 pts each

1 pt each (max 15)

Points based on need
and solution

Commercial Growth & Development 65-point max



- Public Support
- Private Support
- Permitted Development Activity
- Location

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

	<u>Points</u>
Public support (10-point max)	
• Utilities onsite	0-10
Private support (30-point max)	
• Percent of permits issued	0-15
• Development agreement status	0-10
• Private investment in public infrastructure	0-15
Permitted development activity (15-point max)	
• Dwelling units constructed in the development	0-5
• Acreage of the development being developed	0-5
• Permanent jobs created by the development	0-15
Location (10-point max)	
• Development location	0-5
• Project proximity	0-4
• Dependence of development on the project	0-3

Mobility

65-point max

- Congestion and Level of Service
- Network Connectivity



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A Traffic Study stamped by a Washington State Professional Engineer must be submitted with your application. TIB will **compare the current Level of Service (LOS) to the anticipated Level of Service post-project.**

	<u>Points</u>
Congestion and Level of Service (35-point max)	
• Significant congestion problem	0-10
• Improves 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

Physical Condition

65-point max

- Existing Condition
- Non-Pavement Condition



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Existing condition (30-point max)

- Pavement condition rating (PCR) as rated by TIB engineer or;
- Bridge condition based on sufficiency rating
 - Only for bridges with full federal bridge funding

Points

0-30

0-30

Non-pavement condition (10-point max)

- Walls
- Storm water conveyance
- Bridges or culverts
- Slope stability

0-4

0-4

0-6

0-2

Physical Condition (cont.) 65-point max



- Existing Attributes
- Loading
- Sidewalk Condition

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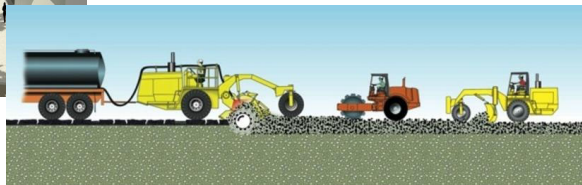
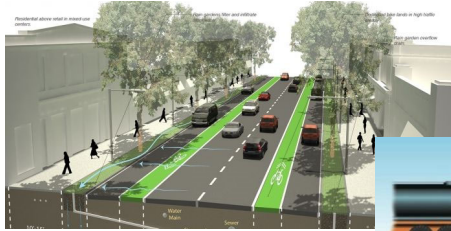
Evaluates inclusion of sustainable design and well-tested, reliable techniques to minimize environmental impacts

	<u>Points</u>
Adopted Complete Streets ordinance	1
Modal measures (8-point max)	
• 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 (3-point max)	
• Install roundabout versus warranted signal (new intersection)	2
• Convert signalized intersection to roundabout	2
• Convert stop-controlled intersection to roundabout	1

Sustainability (cont.)

10-point max

- Environmental Measures
- Pavement Recycling



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	<u>Points</u>
Environmental measures (8-point max)	
• Adopted greenhouse gas emission policy	1
• Low Impact Drainage (LID) practices or enhanced treatment (Incorporate bio-swales, rain gardens or other LID practices)	2
• Hardscaping or climate-appropriate planting- no permanent irrigation	1
• Appropriate roadway cross section	0-5
Pavement recycling (4-point max)	
• In-place pavement recycling based on approved pavement design	4

Constructability

25-point max

- Funding
- Construction Readiness
- Ease of Implementation
- Likelihood for Success



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Evaluates the likelihood the project will successfully reach completion

Full Funding (11-point max)	<u>Points</u>
• Overmatch (1 point for every 4% above minimum) or construction ready	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
• No railroad impact	1
• Utility upgrades status	0-2

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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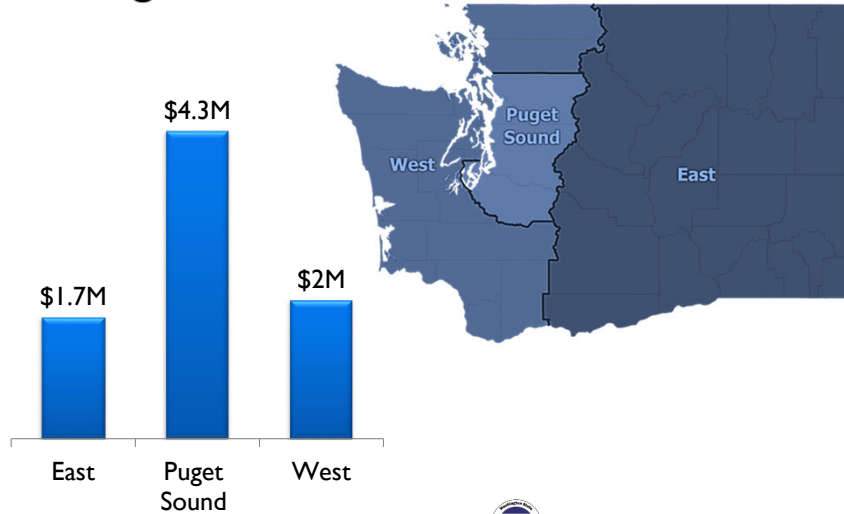


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- Improve pedestrian and cyclist safety and enhance pedestrian and cyclist mobility by providing access, system continuity and connectivity
- Projects provide facilities on or adjacent to agency-owned streets
- Projects should focus on a corridor within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

ATP Funding

\$8.0M Program



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ATP funding is distributed to three regions.

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

ATP Scope

- Project Types
- Typical Grant Size



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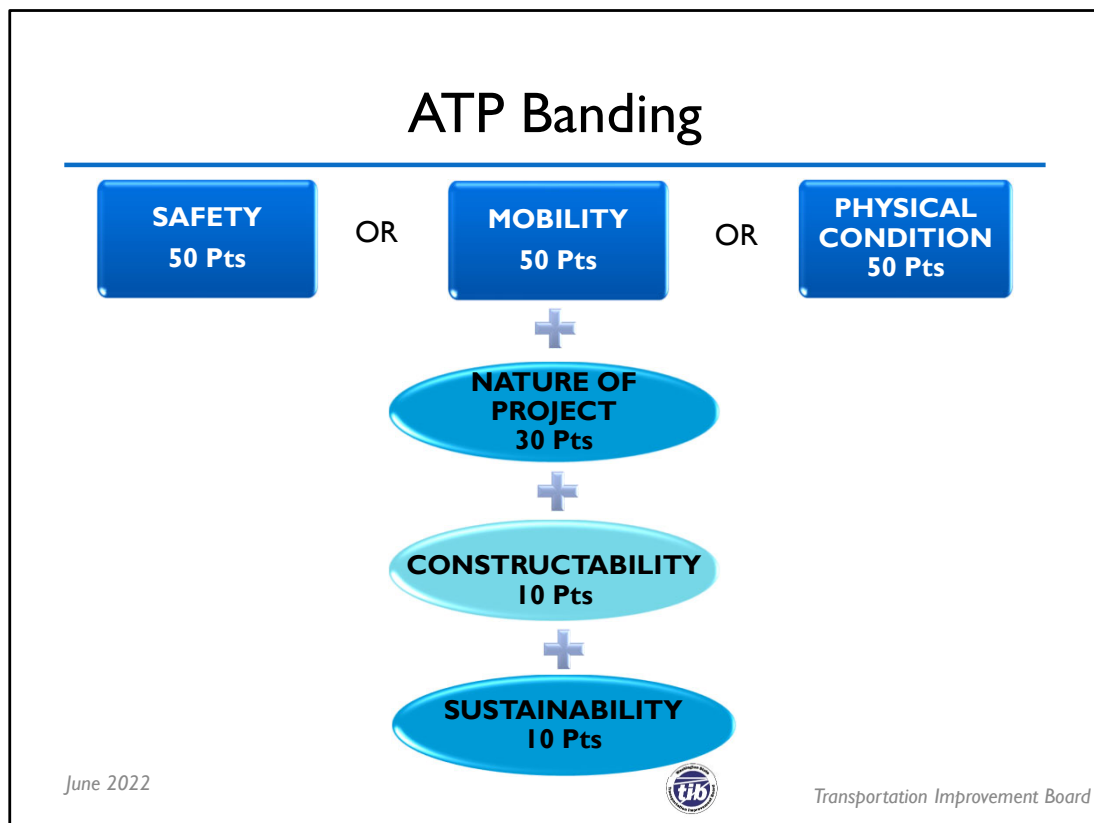
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Eligible project type examples (this is not an all-inclusive list):

- Sidewalk
- Shared-use path
- Bike facilities
- Mid-block crossings
- Rectangular Rapid Flashing Beacons (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 for each band):

- 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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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

ARTERIAL PRESERVATION PROGRAM (APP)

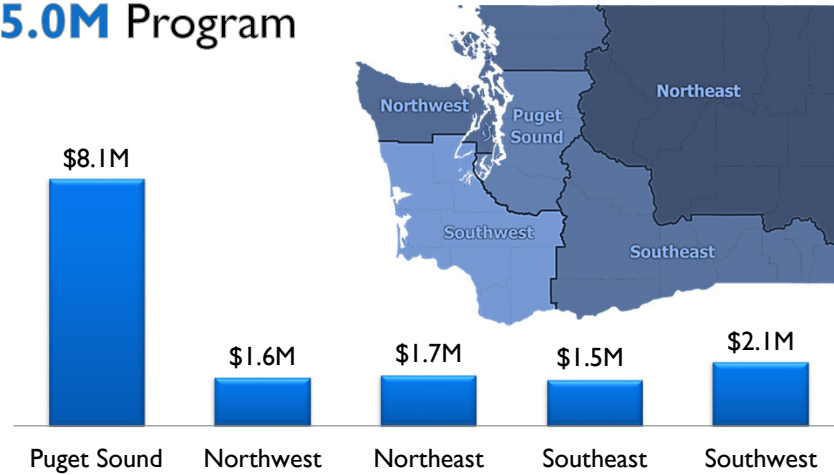
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Arterial Preservation Funding (APP)

\$15.0M Program



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

APP Overview

- Who is eligible?
- New assessed valuation criteria: <\$3 billion
- Newly eligible agencies include:
 - Battle Ground
 - Covington
 - Fife
 - Lynden
 - Monroe
 - Moses Lake
 - Oak Harbor
 - Port Angeles
 - Port Orchard
 - Poulsbo
 - Pullman
 - Walla Walla
 - Washougal

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Who is eligible?

- Urban cities with assessed valuation less than \$3 billion - currently 66 cities eligible.
- Newly eligible agencies: Battle Ground, Covington, Fife, Lynden, Monroe, Moses Lake, Oak Harbor, Port Angeles, Port Orchard, Poulsbo, Pullman, Walla Walla, and Washougal.
- Assessed valuation received annually from the Washington State Department of Revenue.

Typical Project Scope

- Surfacing
- Upgrade ADA Ramps as Necessary
- Non-Eligible Items



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Road preparation and repair (except crack seal (2023))

Surfacing

- **Overlays limited to two-inch depth**
- Grinding if required

ADA compliant ramps

Examples of non-eligible elements:

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

For 2023- Crack seal- Agency shall maintain their system. Crack sealing only segments as preparation is not cost effective.

APP Rating Criteria / Target PCR

Criteria	Max Points
Agency rating	15
Segment rating	85

Target Pavement Condition Rating

- PCR between 30 and 65
- Less than 25% alligator cracking

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Agency rating (15-point max)	<u>Points</u>
• Economy of scale (10-pt max)	0-10
– Requires written response from provider	10 pts
– Funded local street improvement (Non-FHWA)	5 pts
• Deliverability (5-pt max)	
– Past performance of TIB projects	0-5 pts
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

OTHER PROJECT CONSIDERATIONS - ALL PROGRAMS

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Other Considerations (all programs)

- Problem / Need 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 built before the TIB project or during the TIB project. Consider ordering materials or building 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 part of 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)

- Federally Functional Classified Route
- In Agency's Adopted Six-Year TIP (not for APP)
- 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:

- Street must be classified on the Federal functional classification system
- Project is included on the agency's adopted Transportation Improvement Program (not required for APP)
- Project is consistent with agency and regional plans

Application review

- Ensure application is reviewed thoroughly before submittal
- Individual signing application must have authority to incur debt on behalf of your agency

Project cost estimate indicates all components of work for the project

- The estimate is reviewed and signed by an engineer licensed in the state of Washington

WSDOT concurrence (if applicable)

- 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 (**APP/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 \$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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UAP/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
- Non-eligible cost is not considered part of your local match

APP

- 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



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***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>

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COMPLETE STREETS AWARD PROGRAM

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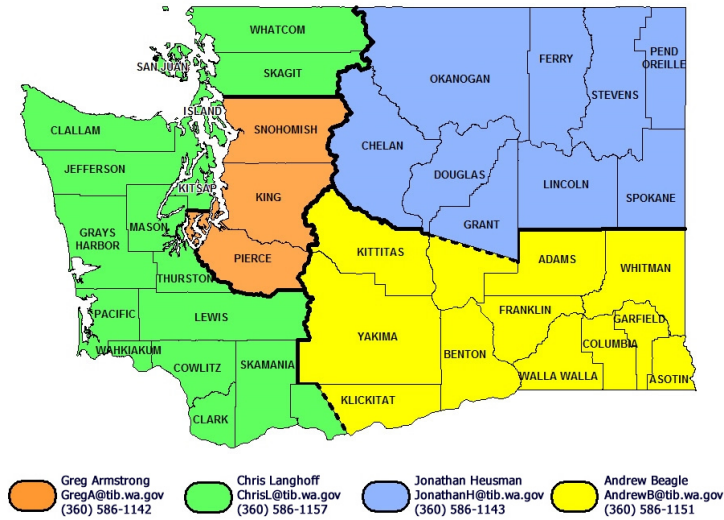


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To be eligible, you must have an adopted jurisdiction-wide Complete Streets ordinance.

- 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



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Open Discussion / Questions

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

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APPENDIX



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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

