



2023 TIB FUNDING WORKSHOP

Small City Programs

TIB Funding Workshop

2023 Small City Programs



Washington State
Transportation Improvement Board

Workshop Agenda

- Emphasis for 2023
- What's New for 2023
- Funding Timeline
- Program Overviews
- Other Considerations
- Open Discussion



Emphasis for 2023

- \$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



There should be a continued focus on city wide crack seal/preparation for future years. Also, look at larger projects to help reduce the unit bid prices. Consider bundle/combined projects with other agencies. Talk to your region engineer to discuss potential options about bundling or combining projects.

- **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.”

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.

Scope Changes/Change Orders

Keep your Region Engineer updated on any potential scope change requests or change orders throughout the project. These may need board approval

What's new for 2023

General

- New quarterly TIB program management training has started.
- SCPP Maintenance should be completed prior to applying for other preservation (chip/overlay).
- WSDOT Complete Streets mandate

Cross Sections

- Bike lane type should be appropriate for the speed, ADT, and users, including parking protected bike lanes where appropriate.



General

- TIB now offers quarterly training to review various program requirements and general project management in more depth. This training is intended for local agencies and consultants who are new to TIB programs or those interested in a detailed refresher.
- New state law: WSDOT received preservation funding with requirements to consider Complete Streets for projects over \$500,000. If there is a WSDOT project in your town/city, make sure to discuss the Complete Streets plan with them. Keep your TIB Engineer informed if there is a WSDOT project coming through your city or town.

Maintenance Program

This year, crack seal or other prep-work costs should already be complete, and in most cases, not eligible except under the maintenance application.

Cross Sections

WSDOT Design Manual chapter 1520 provides guidance for bike lanes using user type, speed, and ADT.

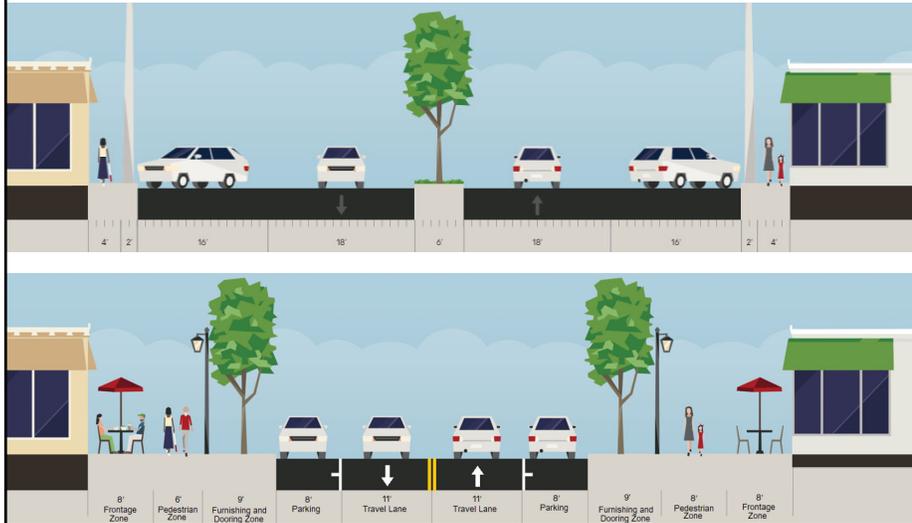
Basic Cross Section Design

- Frontage Zone – adjacent land use support
- Pedestrian Zone – movement of pedestrians, ADA
- Furnishing Zone – transitional, buffer, and services
- Parking Zone – freight business delivery, bike/car access
- Travelled Way – movement of vehicles

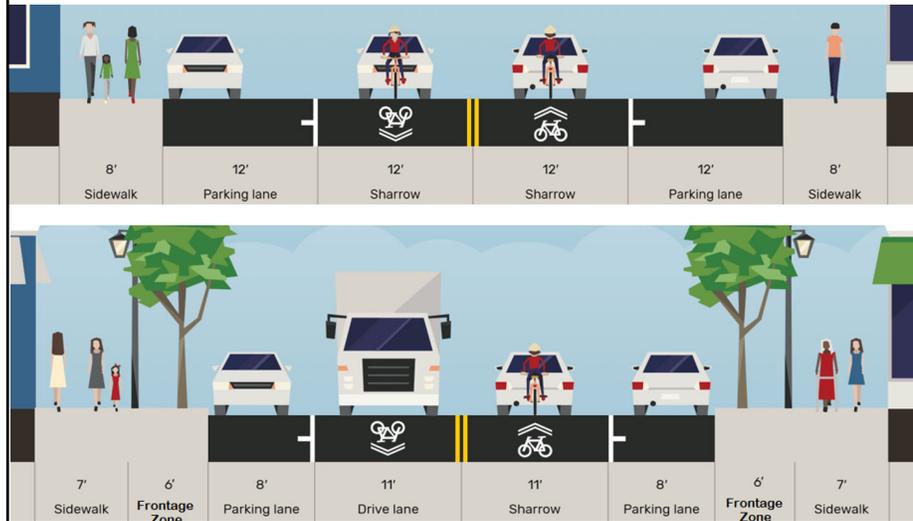


Cross section design alternatives can be created at <https://www.streetmix.net>

Cross Section Design



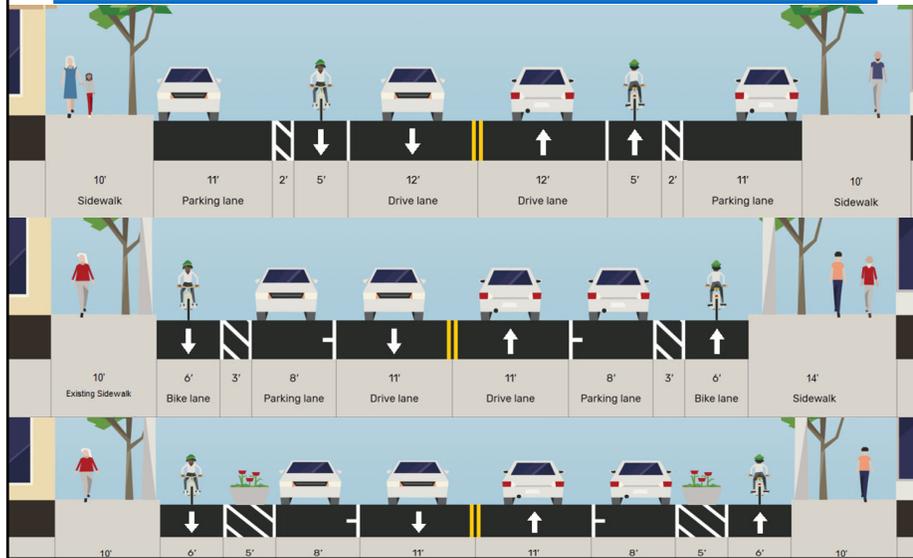
Cross Section Design



Top: Previous application submitted

Bottom: One potential alternative

Cross Section Design



Funding Timeline

May 19

- Board approves program target sizes

May 22

- TIB opens call for projects
- TIB funding workshops

August 11

- Applications due to TIB

December 1

- Board selects projects



Application deadline

- Applications must be submitted no later than **August 11, 2023**.

Board selection

- Board selects projects for funding on **December 1, 2023**.

TIB Applications

- All Applications are Online this Year
- Maintenance Application

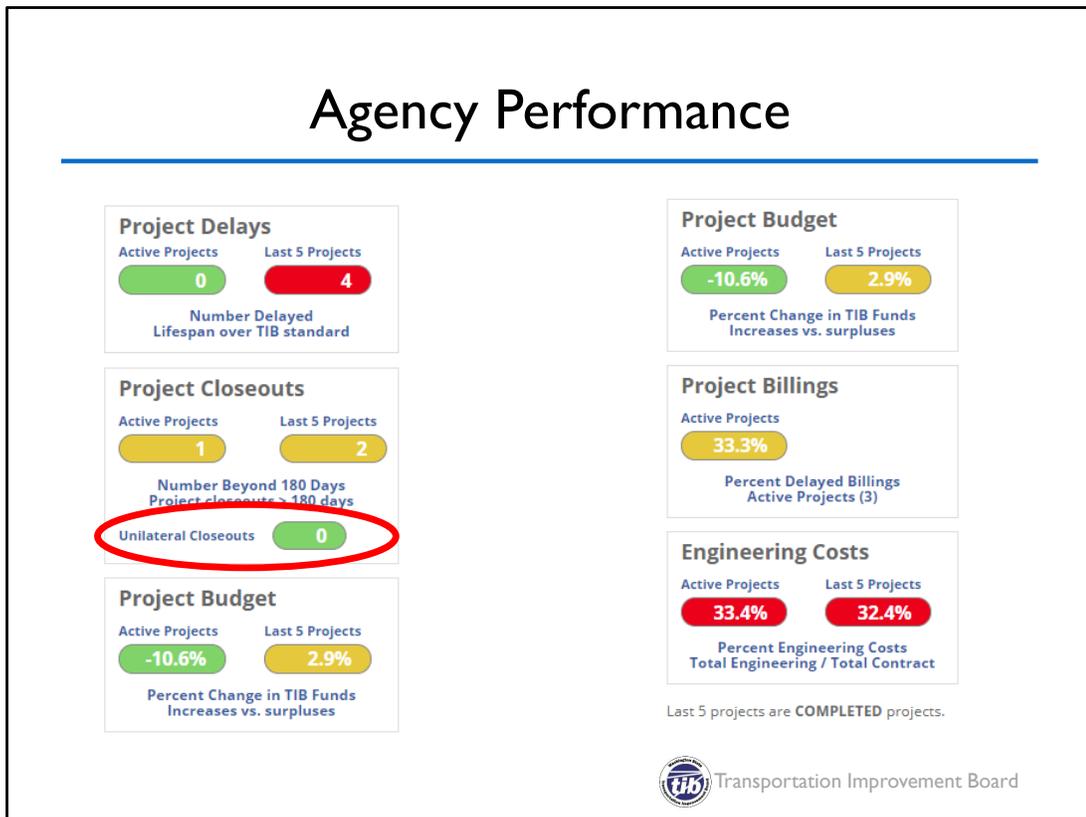


Applications are due by **August 11, 2023**, and must include all required attachments.

Maintenance Application

- Maintenance applications will be accepted as part of this year's call for projects. TIB will accept "out of call" project proposals for potential "out of call" approvals if the project proposal comes in with small works roster bids and the timing for the maintenance application is appropriate. These projects should target \$150K or less but speak with your TIB engineer if your bid comes in over the target amount.

Agency Performance



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. Good bids are not justification for engineering over 30%.
- Application history
 - Last application submitted
 - Applications versus funded projects

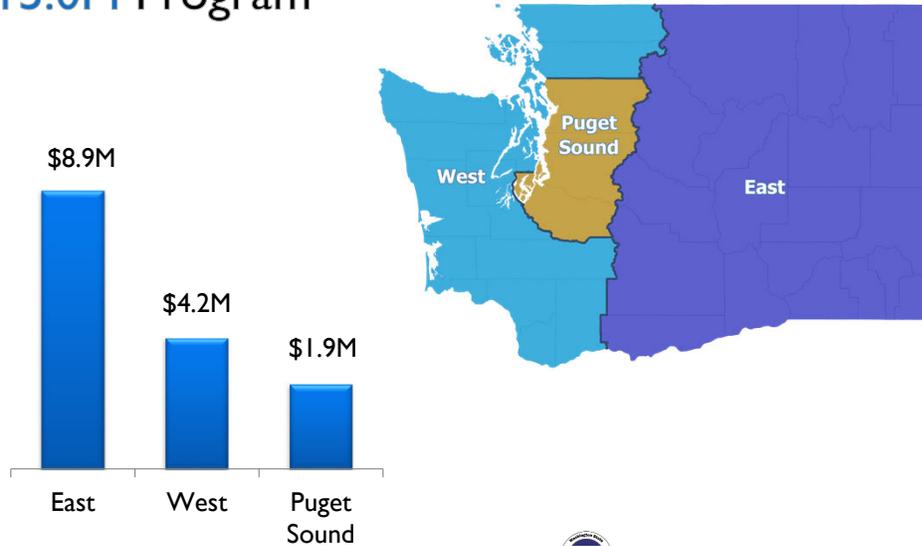
Small City

ARTERIAL PROGRAM (SCAP)



SCAP Funding

\$15.0M Program

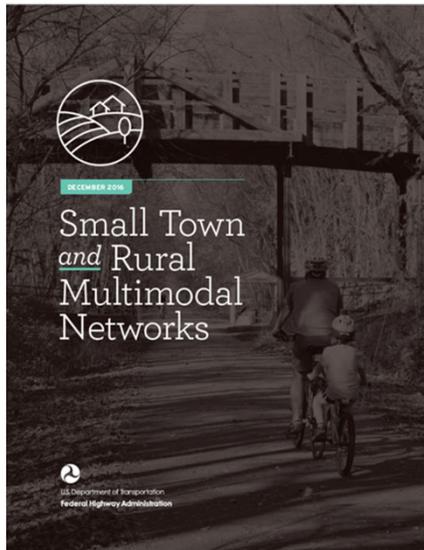


SCAP Funding is distributed regionally.

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

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 Design Requirements



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



Design Standards

Use guidance from sources, such as NACTO, Complete Streets, WSDOT Design Manual, etc. Please see the notes from “Emphasis for 2023” for design references.

Sidewalk is required only when:

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

TIB sidewalk standards

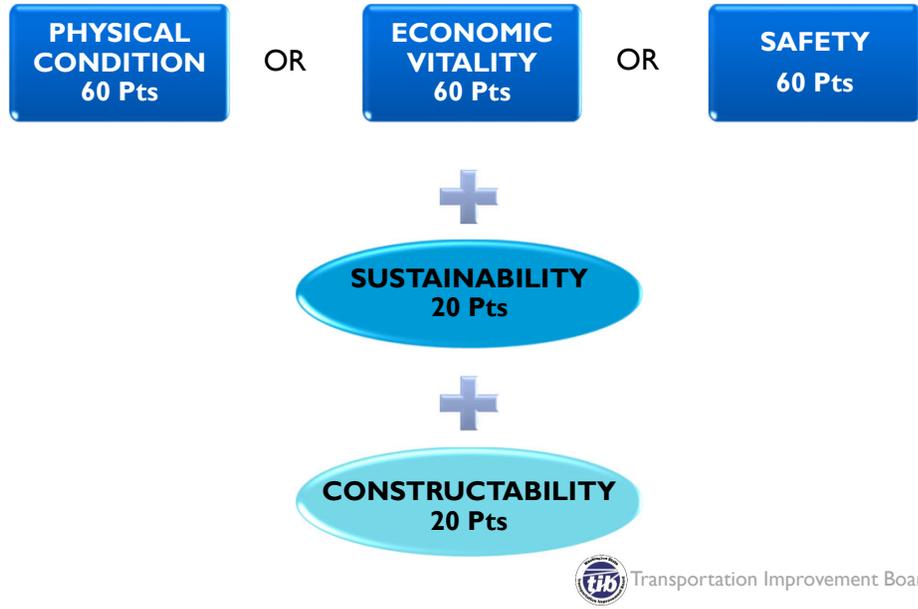
- Sidewalk must be ADA compliant
- Minimum five-foot clear width
- Hard, smooth surface (concrete, asphalt)
- Separated from travel lanes with curb or physical barrier (e.g., drainage swale)

TIB considers sidewalk deviations at application

- Include your deviation request with the application
- Deviations may be granted for locations where sidewalk is not warranted

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

SCAP Banding



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 only one of several considerations during application review.

Physical Condition

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



Corrects physical and structural deficiencies

Existing condition (30-point max)

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

Non-Pavement condition (15-point max)

- Stormwater conveyance
- ADA ramps
- Existing sidewalk condition

Loading/Significance (15-point max)

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

Economic Vitality

Improves central business district, considering all users.

- Access for All Users
- Aesthetics



Improves central business district considering all users.

Access for all users (30-point max)

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

Aesthetics (30-point max)

- Gateway/wayfinding/decorative signs
- Decorative surface treatment
- Decorative lighting/ street furniture
- Other streetscape improvements
- General appearance/impression

Safety

- Crash Data
- Safety Hazards
 - Hazards
 - Existing Conditions



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
- Incidences with injuries
- Incidences with fatalities

Potential Safety Hazards (35-point max)

Proposed project must eliminate or minimize hazard to receive points

- Roundabout or signal warrant with Engineering study
- Sight Distance- *Physical features that impair what driver sees*
 - Visibility affected by horizontal, vertical or intersection alignment
 - Skewed Intersection
- Railroad Crossing- *Must improve crossing to receive points*

- Control Access
 - Entire project on both sides
 - Portion of project (1/3 of length minimum)

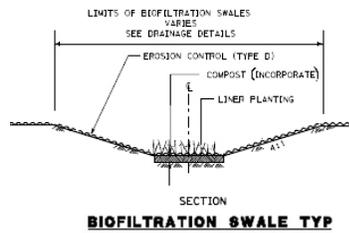
- Obstructions- Must be moved, protected or eliminated by project
Evaluate permanence & magnitude of object. Examples of obstructions are power poles, mailboxes, parked cars
 - Over 50 percent of project length
 - 25 to 50 percent of project length
 - Less than 25 percent of project length

- Adjacent Terrain
 - Unrecoverable Bank/Slope

- Pedestrian Safety
Reducing crossing distance, bulb-outs, RRFB's, etc.

- Truck Route
 - T1-T2
 - T3-T5
 - Delivery Truck or Bus Route

Sustainability



Improves project quality through a sustainable design.

Adopted Complete Streets ordinance

Modal Measures (10-point max)

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

Environmental Measures (10-point max)

- Adopted Greenhouse Gas Emissions policy
- LID or enhanced treatment storm water controls
- Hardscaping or native planting (no permanent irrigation)
- Appropriate roadway cross section

Energy Measures (5-point max)

- Construct roundabout

Pavement (5-point max)

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

Constructability

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



Provides a reasonable expectation of successful completion.

Full funding (5-point max)

- Over match or Construction Only
- Adopted TBD or locally dedicated transportation funding by ordinance

Construction readiness and ease of implementation (10-point max)

- Plans, specs, and estimate complete
- Cultural resources complete
- Right of way certified or not required at application
- No federal funding
- No railroad impact
- Utility upgrades not needed or already funded

Agency Performance (5-point max)

- Agency performance

Small City

ACTIVE TRANSPORTATION PROGRAM (ATP)



ATP Funding

\$5.0M Program



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

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

ATP Goals

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



- 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 activity center or between pedestrian/cyclist generators

ATP Scope

- Project Types
- Multiple Segments/
Type of Work

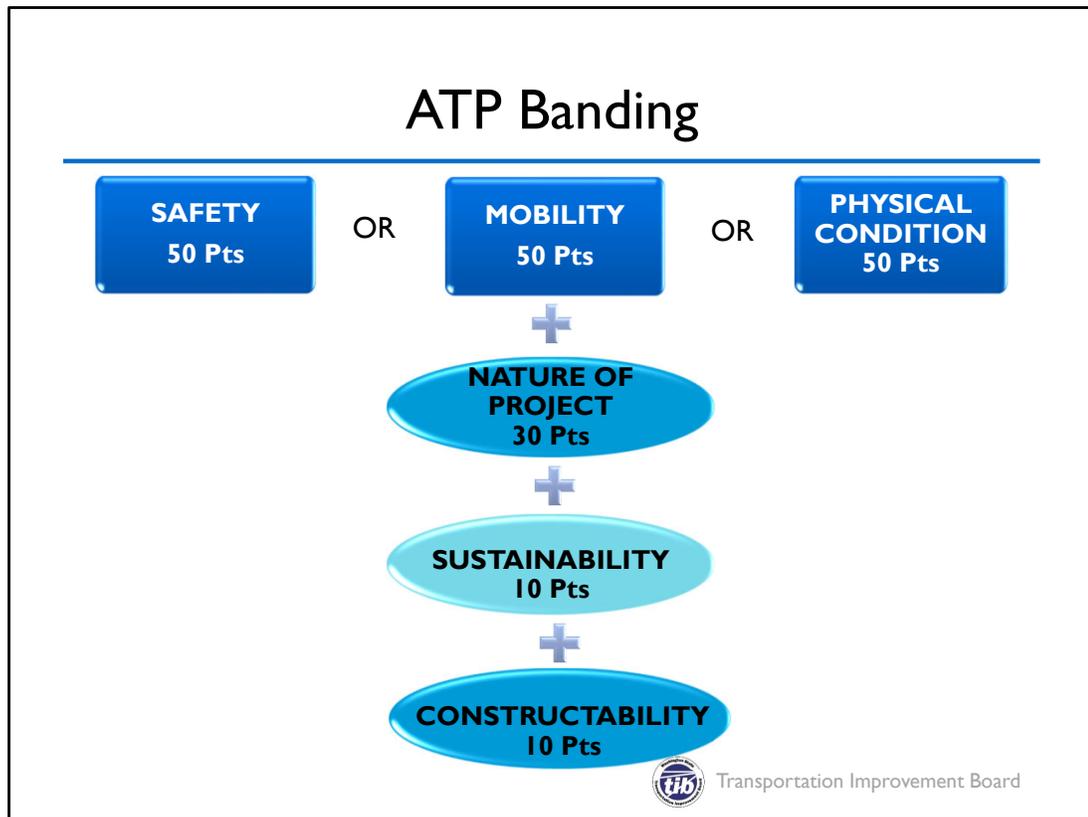


Transportation Improvement Board

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)

If applying for multiple segments submit multiple applications. One application per segment/type of work.



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 only one of several considerations during application review

ATP Safety Band

- Documented Crash Involving Pedestrian or Cyclist
- Existing Hazards



Transportation Improvement Board

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

- Bike/Ped crash with vehicle
- Bike/Ped crash non-vehicle

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

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

ATP Mobility Band

- Accessibility to Public Facilities
- Transit Access
- Business Access



- High-density Housing
- Identified Community Need



Transportation Improvement Board

Accessibility to public facilities, such as (50 points):

- Schools
- Community Center
- City Hall
- Police/Fire Station
- Park

ATP Physical Condition Band

- Width
- Surface Type
- Condition
- Obstructions
- Visibility
- Drainage Issues
- Deep Ditches
- Inadequate Signage



Transportation Improvement Board

50 Points

ATP Nature of Project

- New Sidewalk
- Existing Facility
- New Bicycle Facility
- Pedestrian or Bicycle Crossing



Transportation Improvement Board

Choose the one type which best fits your project (30-point max)

- **New Sidewalk**
 - # ADA barriers removed
 - Extends improvements
 - Length of improvement
 - Adds speed management
 - Appropriate cross-section
- **Existing Facility**
 - # ADA barriers removed
 - Length of improvement
 - Restores network
 - Adds speed management
 - Appropriate cross-section
- **New Bicycle Facility (bike lanes or multi-use path)**
 - # ADA barriers removed
 - Extends improvements
 - Length of improvement
 - Adds speed management
 - Appropriate cross-section
- **Pedestrian or Bicycle Crossing**
 - # ADA barriers removed
 - Increases visibility
 - Shortens crossing distance
 - Adds appropriate ped/bicycle treatments
 - Adds speed management

Sustainability

- Adopted Greenhouse Gas Emissions Policy
- Adopted Complete Streets Ordinance
- Hardscaping or Climate-appropriate Plantings
- Low Impact Drainage Practice



Transportation Improvement Board

10 points

Low impact drainage practice

- Use bio-swales, rain gardens, or other low impact drainage practices

Constructability

- TBD/locally Dedicated Fund Source
- No Federal Funding/WSDOT Involvement
- Construction Ready
- Environmental Complexity
- Utilities
- Local Match



Transportation Improvement Board

10 points

Utilities located prior to project, or no relocation required.

Small City

PRESERVATION PROGRAM

State Routes



Transportation Improvement Board

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

SCPP Project Type

\$10M Statewide for Preservation

- Maintenance
- Seal Coat
- Overlay



Transportation Improvement Board

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

- Chip seal of existing surface
- Pavement repair
- Sweeping
- Striping (if needed)
- Minor drainage improvements

Overlay - requires previous maintenance (crack seal)

- Overlay of existing surface
 - Limited to **two-inch depth**- if more than two inches are needed, apply as SCAP
- Pavement repair
- 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 Rating

- Explain Problem
- Explain Fix
- Who is the Conducting Work
- Why this project should be selected



Transportation Improvement Board

Who is conducting the work:

- County, City, Small Works, Bid, etc.

SCPP Chip Seal Rating

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



Transportation Improvement Board

Chip Seal/Scrub Seal

Segment rating (80-point max)

- Pavement Condition Rating
 - PCR range is 40 to 80
 - Consider scrub seal for low volume streets with significant alligator cracking

Agency rating (20-point max)

- Economy of scale
 - Target several segments for larger scale projects
 - Documented response from provider required with application
- Deliverability

Note: Crack seal should be completed prior to applying for a chip seal project.

SCPP Overlay Rating

- 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



Transportation Improvement Board

Overlay

Segment rating (80-point max)

- Pavement condition rating (PCR)
 - 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
 - Local Access
- #ADA ramps funded by TIB:
 - None
 - 1-5
 - 6-9
 - 10+

Agency rating (20-point max)

- Economy of scale
 - Documented response from provider required with application
- Deliverability

OTHER PROJECT CONSIDERATIONS - ALL PROGRAMS



Other Considerations (all programs)

- ✓ In Agency's Adopted Six-year TIP (not for SCPP)
- ✓ Consistent With Other Plans
- ✓ Problem / Need Statements
- ✓ Application Review
- ✓ Provide Realistic Schedules
- ✓ Project Cost Estimate



Transportation Improvement Board

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
- Project is consistent with agency's adopted complete streets ordinance

Problem/Needs statement

Make sure the requested need corrects the stated problem.

Application review

- Ensure council agrees with project scope
 - If an agency withdraws or cancels a grant award and has spent TIB funds, the board may determine that agency is ineligible to apply for future applications for a determined number of grant award cycles per new WAC 479-06-095
- Ensure application is reviewed thoroughly before submittal
- Individual signing application must have authority to indebted your agency

Project Schedule

- Please provide as realistic project schedule. The TIB cash flow is dependent on the schedules provided.
- A simple design schedule **MUST** be submitted with your application
- If your project schedule changes, update your Region Engineer with justification.
- Promptly closeout projects.

Project Cost Estimate

- 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

Other Considerations (all programs)

- Utilities
- WSDOT Concurrence
- ADA Features Survey
- Delayed / At-Risk Projects
- Project Billings



Utilities

Utility work shall be fully funded and preferably built before the TIB project. Consider ordering materials or constructing prior to TIB project.

WSDOT concurrence

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

ADA Features Survey

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

Delayed/At-Risk (WAC 479-05-211)- Understand the delay and at-risk consequences for your project.

Projects are considered delayed when one of the following occurs:

- Projects awarded funding as "construction ready" will be considered delayed if construction does not begin within one year of funding becoming available.
- All other small city programs must reach construction phase within two years and six months.
- The award date or date funding is made available to the local agency by TIB, whichever is earlier, is the starting point in calculating the delay date.

Project Billings

- Projects should bill regularly:
 - Quarterly during Design
 - Monthly during Construction

TIB Does Not Reimburse For...



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



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
- Good bids are not justification for engineering over 30% of contract costs

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/paving fabric is not TIB eligible. If you use fiber or paving fabric, 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



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 combined with a federally funded project

Transportation Improvement Board

COMPLETE STREETS AWARD PROGRAM



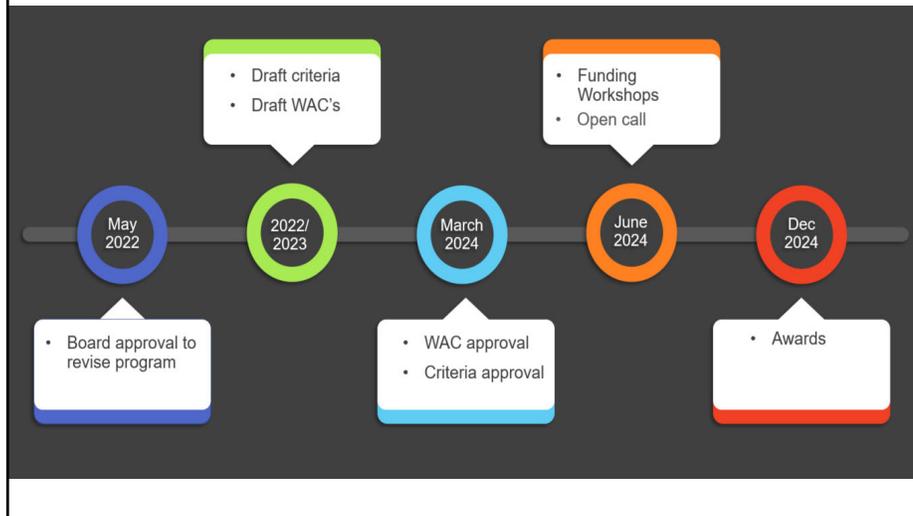
Transportation Improvement Board

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

- Last round was March 2022 - Next round is planned for 2024.
- Over 150 agencies now have an ordinance
- The Legislature increased funding in this program with new requirements
- This program is currently under revision



The New Complete Streets Timeline



Other Funding Opportunities

SMALL CITY FEDERAL MATCH PROGRAM



Transportation Improvement Board

Small City Federal Match Program

- TIB funds the required local match for fully-funded federal transportation projects
 - 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 the following threshold 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



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.

Relight Washington is likely sunsetting at the end of the 2023/25 Biennium.

TIB Region Engineer Contact Info



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Transportation Improvement Board

Open Discussion / Questions

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



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

- Local agency 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

- Work conducted by all contractors as part of the approved scope
- Eligible change order costs

ENGINEERING COSTS INCLUDE:

All consultant costs, WSDOT reviews/inspection, local agency management, materials testing, construction surveying, engineering and project management 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. “Good bids” is not justification for more than 30% <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 • 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