



2023 TIB FUNDING WORKSHOP

Urban Programs

TIB Funding Workshop

2023 Urban Programs



Washington State
Transportation Improvement Board

Workshop Agenda

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



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Continued Emphasis for 2023

- **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 Including Pavement Design**
- **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."

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 is no longer eligible.

What's New for 2023

General

- New quarterly TIB project management training has started. Check the TIB website for training locations. Contact your TIB engineer with any training requests.

Cross Sections

- Agencies are encouraged to look at all cross section options
- Bike lane type should be appropriate for the speed, ADT, and users, including parking protected bike lanes where appropriate.



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General

TIB now offers quarterly training to review various program requirements and more in more depth general project management. This training is intended for local agencies and consultants who are new to TIB programs or those interested in a detailed refresher.

Cross Sections

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

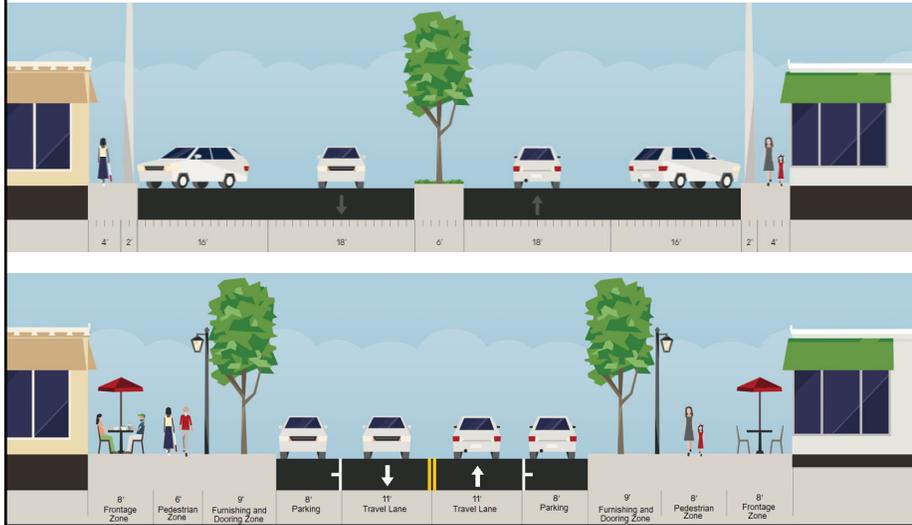
Basic Cross Section Design

- 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

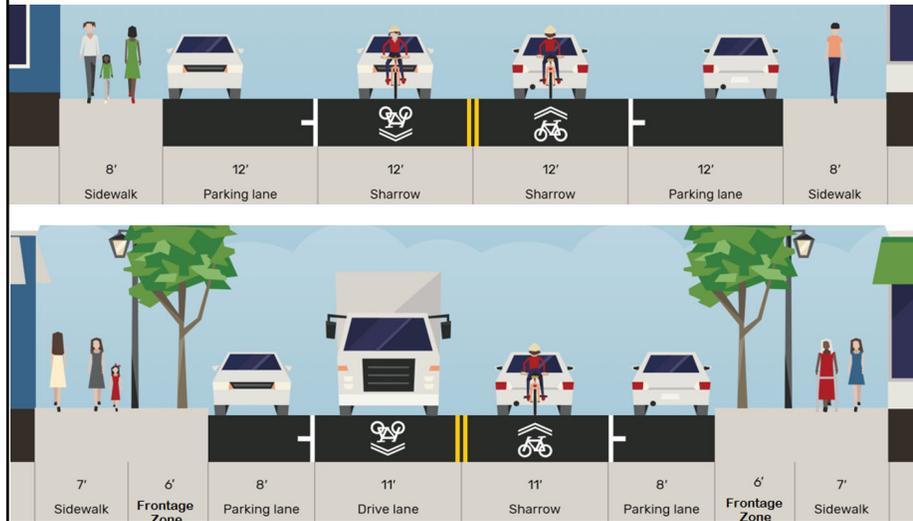


Cross section design alternatives can be created at <https://www.streetmix.net>

Cross Section Design

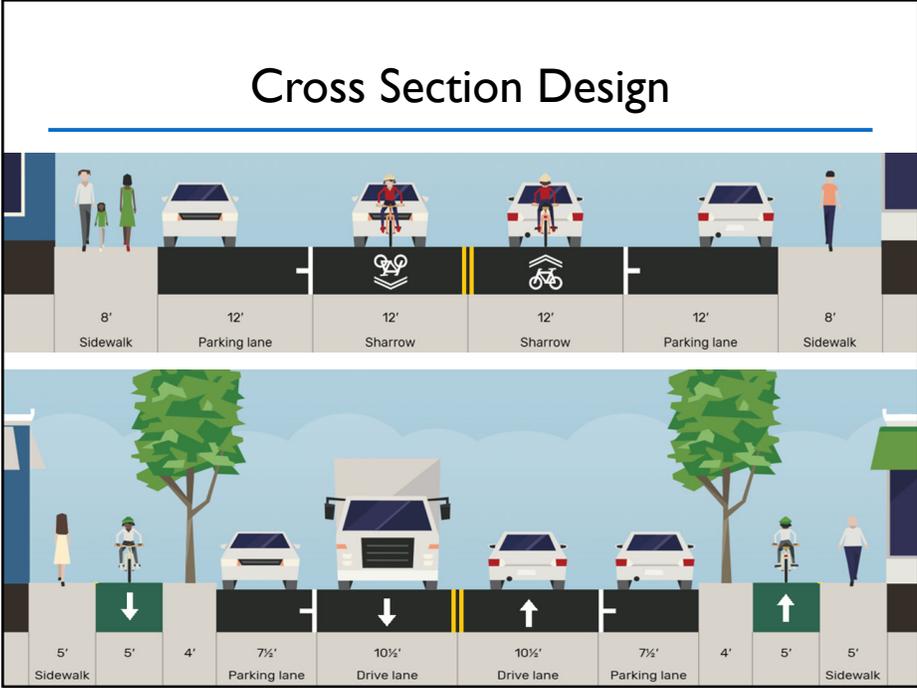


Cross Section Design



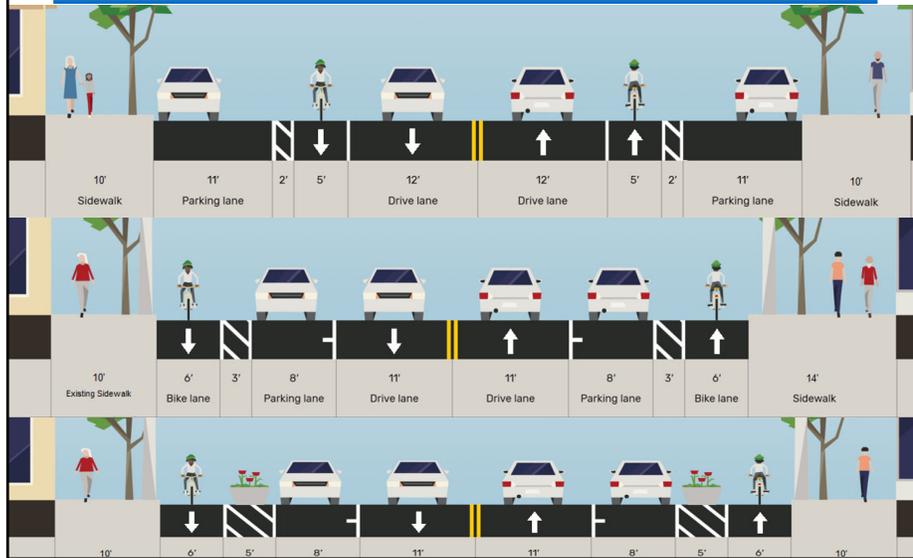
Top: Previous application submitted

Bottom: One potential alternative

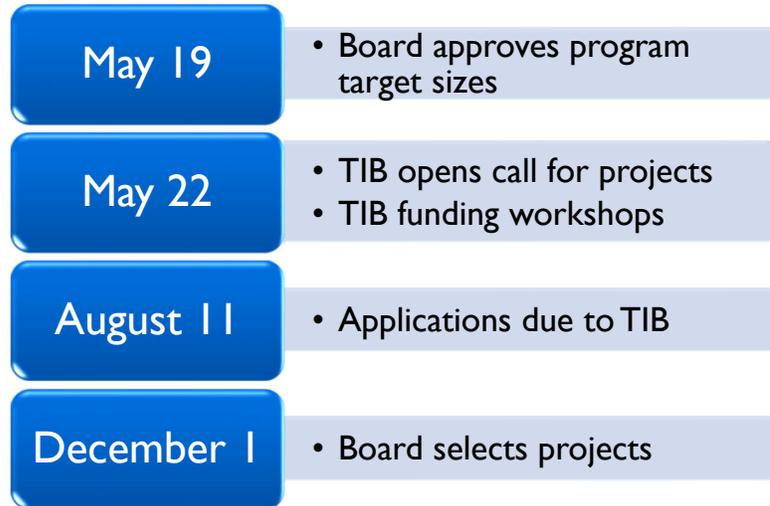


Same project as before, with an alternative cross section for all ages and abilities bike design.

Cross Section Design



Funding Timeline



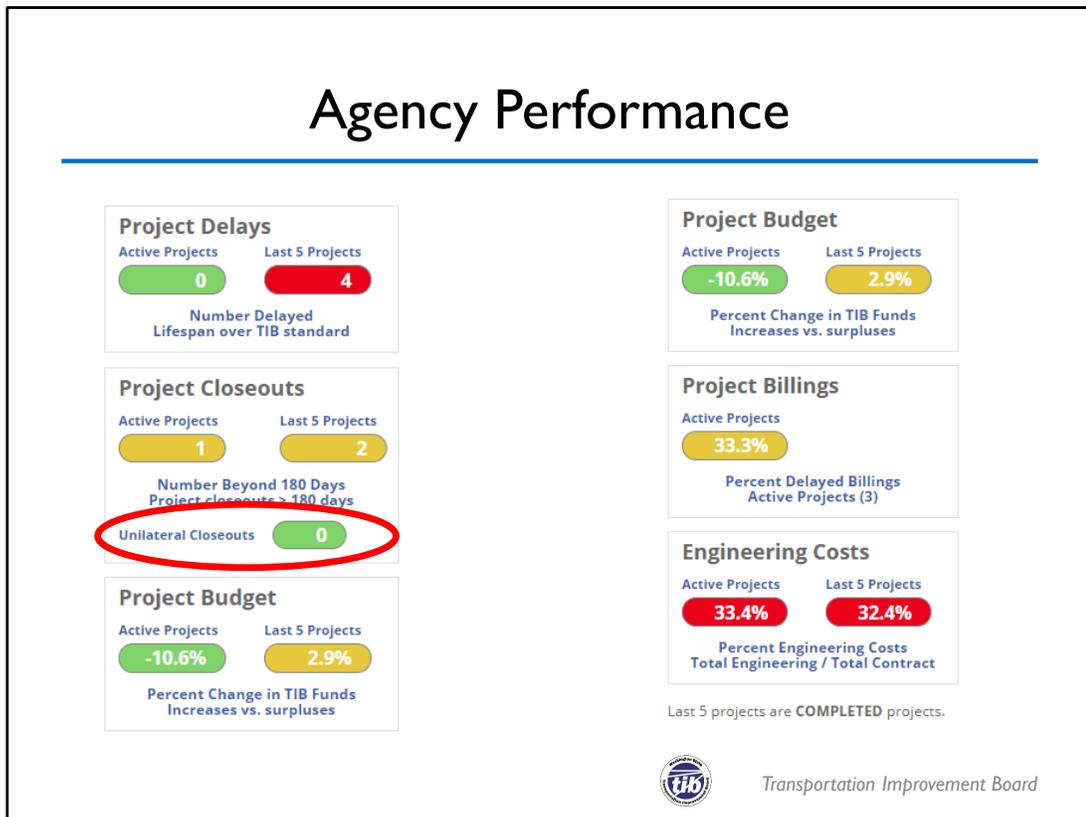
Application deadline

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

Board selection

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

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
- Application history
 - Last application submitted
 - Applications versus funded projects

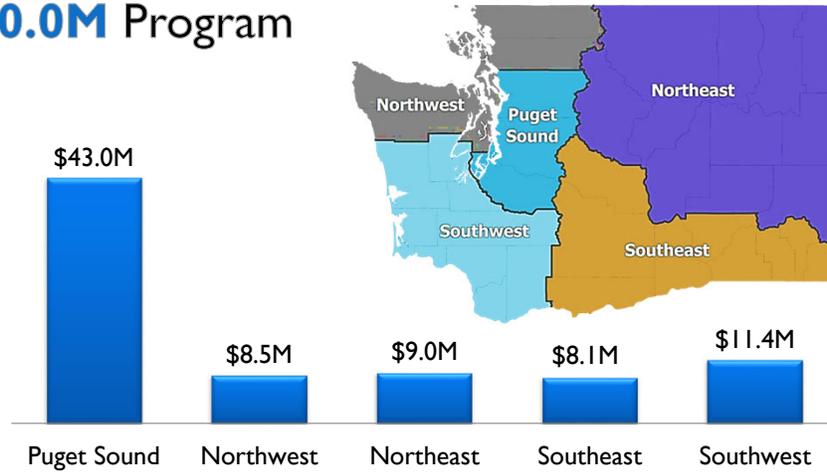
URBAN ARTERIAL PROGRAM (UAP)



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2023 UAP Funding

\$80.0M Program



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- Regional allocation is based on population and lane miles.
- Allocations are updated annually.
- Typical grant amount:
Projects typically range from \$1 million to \$7 million
 - Request the lowest amount needed to secure full funding between logical limits
 - Funding limited by regional distribution

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

UAP Project Attributes

- Design Considerations
 - Appropriate cross section
- Project Types



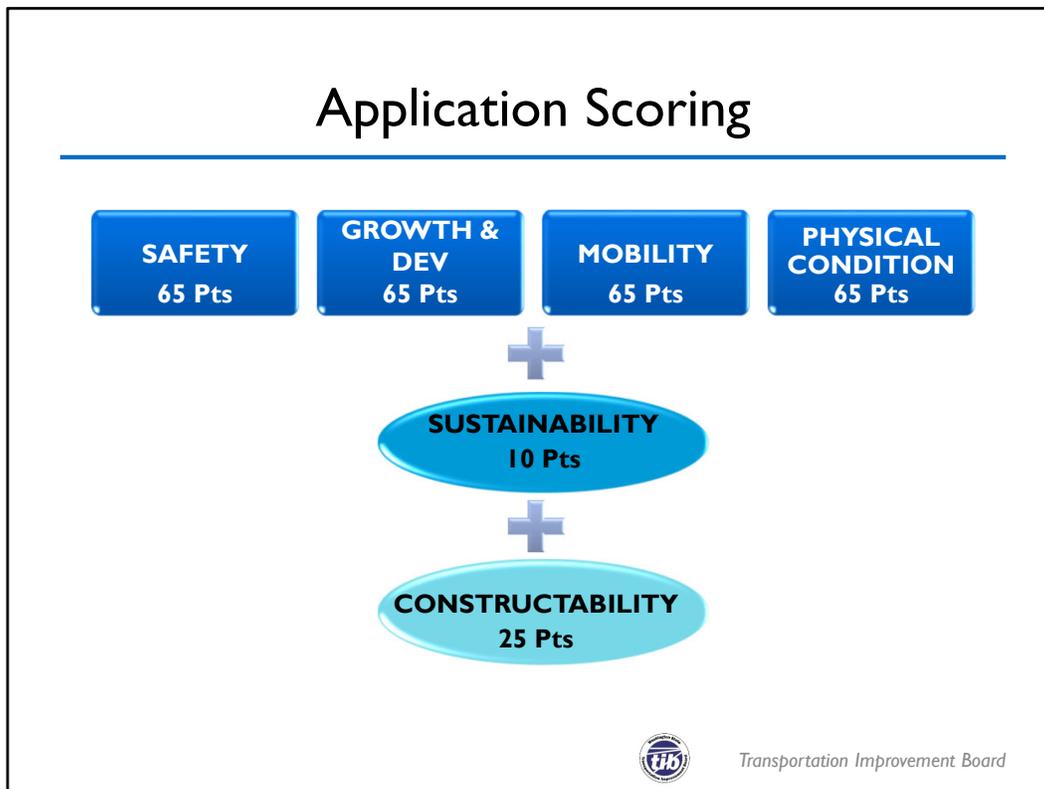
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Design considerations

- 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
 - If Complete Street ordinance states “all ages and abilities,” parking protected bike lanes may be appropriate in most situations.

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



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 only one of several considerations during application review.

Safety

- 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

Commercial Growth & Development



- 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.

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

Mobility

- 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.**

- Congestion and Level of Service (35-point max)
 - Significant congestion problem
 - Improves LOS within project limits or new route
 - Addresses congestion on the system or adjacent routes
 - High volume or significant route
- Network Connectivity (10-point max)
 - Complete/extend corridor improvements
 - Complete gap/extend improvements
 - What does the project connect to? (highest classification)
- Modal Access (10-point max)
 - Improve transit access
 - Improve connections to non-motorized access
 - Improve freight facilities
- Features (10-point max)
 - Relieves bottleneck
 - Improves access to CBD or urban center
 - Traffic signal interconnect

Physical Condition

- 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
- Non-pavement condition (10-point max)
 - Walls
 - Storm water conveyance
 - Bridges or culverts
 - Slope stability

Physical Condition (cont.)



- Existing Attributes
- Loading
- Sidewalk Condition



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- Existing attributes (12-point max)
 - Fixed objects
 - Access control
 - Alignment
 - Channelization
 - Turning radius
 - Sight distance
 - Completes or extends improvements
- Loading (10-point max)
 - Volume
 - Truck route classification
 - Buses
- Sidewalk condition (5-point max)
 - Does not meet standards
 - Overall sidewalk condition

Sustainability



- Modal Measures
- Energy Measures



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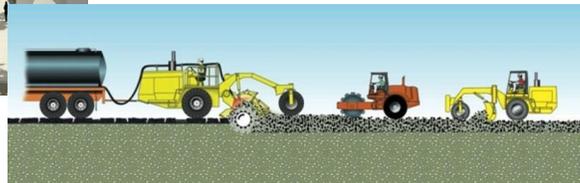
Evaluates inclusion of sustainable design and well-tested, reliable techniques to minimize environmental impacts

Adopted Complete Streets ordinance

- Modal measures (8-point max)
 - Adds queue jump or transit only lane
 - Peak hour transit buses
 - Appropriate sidewalk cross section
 - Bicycle facilities
- Energy measures (3-point max)
 - Install roundabout versus warranted signal (new intersection)
 - Convert signalized intersection to roundabout
 - Convert stop-controlled intersection to roundabout

Sustainability (cont.)

- Environmental Measures
- Pavement Recycling



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

Constructability

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



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Evaluates the likelihood the project will successfully reach completion. TIB's risk management scoring category.

- Full Funding (11-point max)
 - Overmatch or construction ready
 - Adopted TBD or locally dedicated transportation funding by ordinance
 - Full funding in place
- Construction readiness and ease of implementation (14-point max)
 - Plans, specifications and estimate complete
 - Permitting complete
 - Cultural resource assessment complete
 - Right of way certified or not required
 - No federal funding
 - Use of accelerated construction methods
 - No railroad impact
 - Utility upgrades status

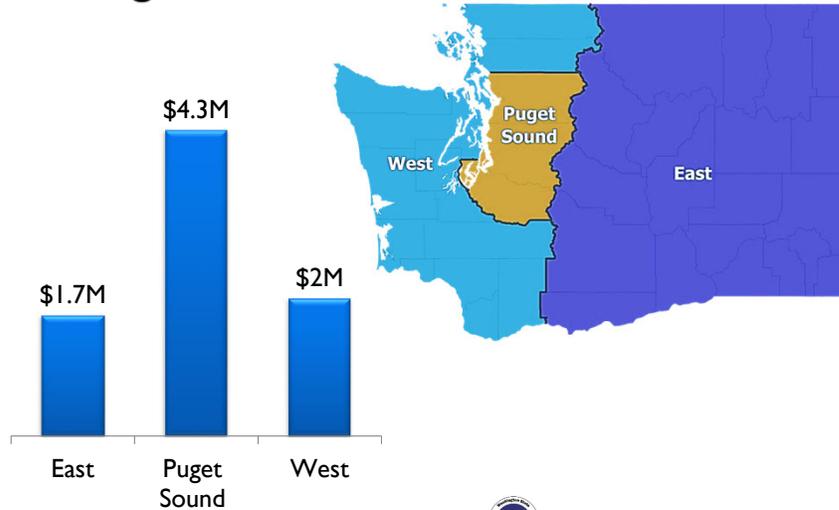
ACTIVE TRANSPORTATION PROGRAM (ATP)



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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

Typical grant size:

- Typical funding ranges from **\$150,000 to \$750,000** 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



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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 Scope

- Project Types
- Multiple Segments/
Type of Work

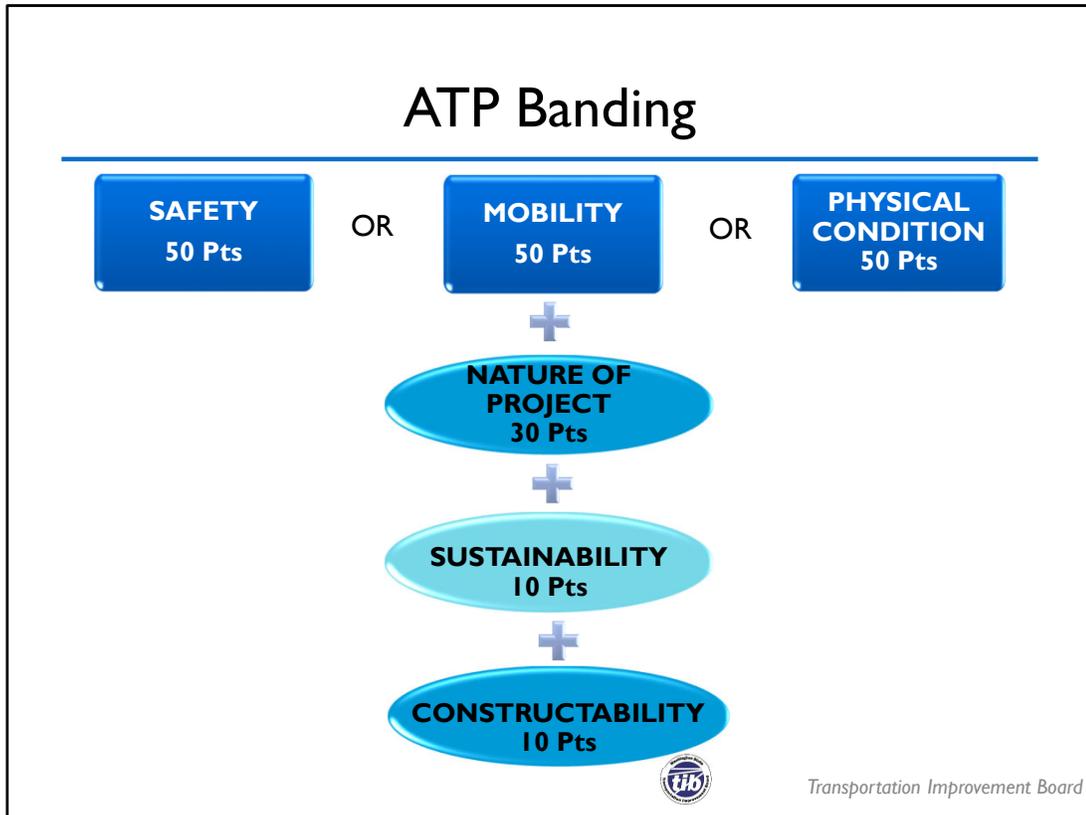


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Eligible project type examples (this is not an all-inclusive list):

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

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 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 only one of several considerations during application review.

ATP Safety Band

- Documented Crash Involving Pedestrian or Cyclist
- Existing Hazards



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

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

Existing Hazards (25-point 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



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Accessibility to public facilities:

- 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



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ATP Nature of Project

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



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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



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10-point max

- 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



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10-point max

- Utilities located prior to project, or no relocation required

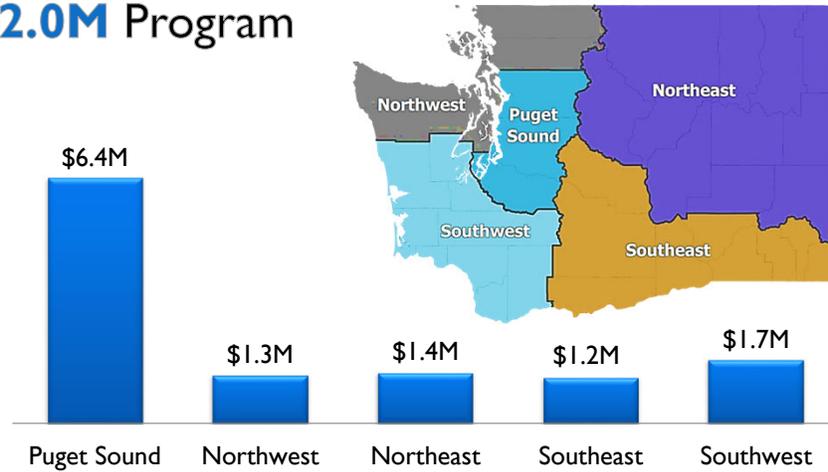
ARTERIAL PRESERVATION PROGRAM (APP)



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Arterial Preservation Funding (APP)

\$12.0M Program



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

APP Overview

- Who is eligible?
- Assessed valuation criteria: <\$3 billion
- No longer eligible in 2023:
 - Covington
 - Monroe
- No longer eligible in 2024:
 - Battle Ground
 - Fife
 - Walla Walla



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Assessed valuation received annually from the Washington State Department of Revenue.

Typical Project Scope

- One Application for All Segments
- Surfacing
- Upgrade ADA Ramps as Necessary
- Non-Eligible



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ONE APPLICATION for ALL segments

- Road preparation and repair (except crack seal)
- Surfacing
 - **Overlays limited to two-inch depth** – If more than 2" is needed, apply under UAP
 - Grinding if required
- Examples of non-eligible elements:
 - Landscaping
 - Drainage (except for small adjustments)
 - Illumination
 - Construction of new sidewalk
 - Guardrail
 - Signing
 - FDR
 - Paving fabric
 - Fiber paving additive

APP Rating Criteria / Target PCR

Target Pavement Condition Rating

- PCR between 40 and 60
- Less than 25% alligator cracking
- Underground work complete before overlay



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Agency rating (15-point max)

- Economy of scale (10-point max)
 - Requires written response from provider
 - Funded local street improvement (Non-FHWA)
- Deliverability (5-point max)
 - Past performance of TIB projects

Segment rating (85-point max)

- Each segment score based on existing pavement condition rating (PCR)
 - Route classification
 - Principal arterial
 - Minor arterial
 - Urban collector
- Number of ADA ramps TIB is funding:
 - None
 - 1-5
 - 6-9
 - 10+

OTHER PROJECT CONSIDERATIONS - ALL PROGRAMS



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Other Considerations (all programs)

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



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

Problem/Need Statement

Make sure the requested need corrects the stated problem

Application review

- Ensure application is reviewed thoroughly before submittal
- Individual signing application must have authority to indebted your agency
- Project cost estimate indicates all components of work for the project

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

- The estimate is reviewed and signed by an engineer licensed in the state of Washington
- Provide accurate estimates without the inclusion of inflation contingencies

Other Considerations (all programs)

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



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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.

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 part of Construction Engineering.

Project Billings

- TIB expects project progress to begin soon after project selection
- Projects should bill regularly:
 - Quarterly during Design
 - Monthly during Construction

Delay/At-Risk

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

- WAC 479-05-211

When a project is considered delayed.

Projects are considered delayed when one of the following occurs:

(1) Urban program projects do not reach construction phase within four years and six months.

(2) Projects awarded funding as "construction ready" will be considered delayed if construction does not begin within one year of funding becoming available.

(3) All other 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.

- TIB also consider projects delayed when they don't maintain the schedule submitted on the application. **Projects may be terminated for lack of progress.**

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



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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 and 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 \$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 combined with a federally funded project

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COMPLETE STREETS AWARD PROGRAM



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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

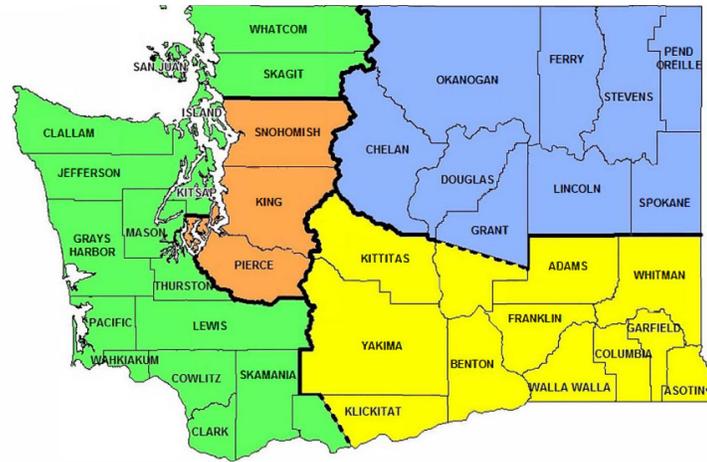


The New Complete Streets Timeline



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TIB Region Engineer Contact Info



- Greg Armstrong**
GregA@tib.wa.gov
360.586.1142
- Chris Langhoff**
ChrisL@tib.wa.gov
360.586.1157
- Andrew Beagle**
AndrewB@tib.wa.gov
360.586.1151
- Jonathan Heusman**
JonathanH@tib.wa.gov
360.586.1143



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

- 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