2025
TIB FUNDING WORKSHOP
Urban Programs

TIB Funding Workshop

Urban Programs

Notes

Workshop Agenda

Continued Emphasis for 2025

Funding Timeline

Program Overviews

Other Considerations

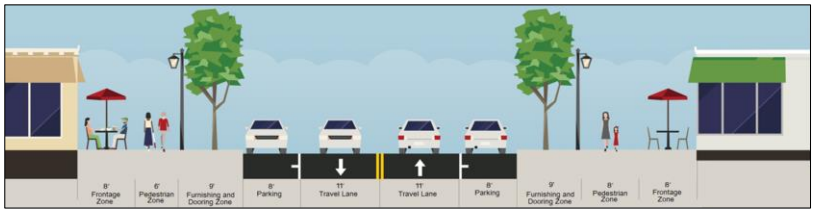
Open Discussion

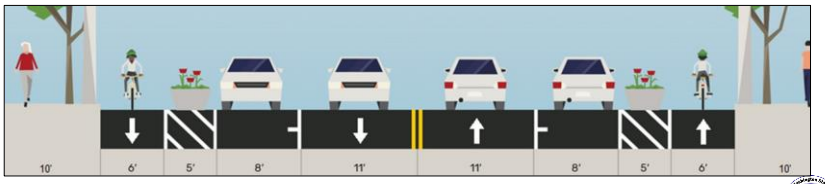
Notes

Continued Emphasis for 2025

Use Appropriate Roadway Sections

Narrow roads have advantages: safer for pedestrians, lower cost to build and maintain, and controls motor vehicles speeds.





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."

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

Continued Emphasis for 2025

Do not include non-eligible elements in application cost	• Water/Sewer • Work outside project scope/non-eligible streets
Scope changes/Change orders	• Notify TIB early and often • Request TIB eligibility approval prior to execution (this is for considering funding at closeout for change orders)
Send photos of completed project	• Provide photos at closeout of project

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 a 60% 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.

Completed Project Photos

Please submit photos of complete projects with closeout submittal.

Continued Emphasis/ New for 2025

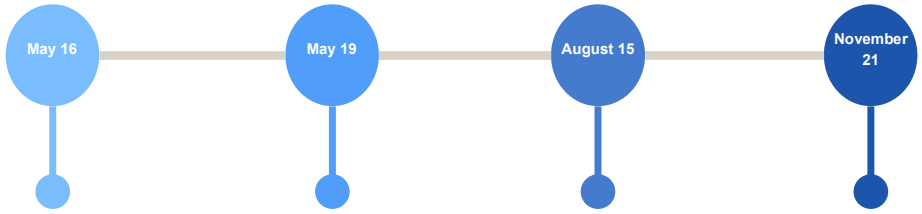
TIB project management training	• Understanding the paperwork process and requirements upfront helps for a smooth process • Agencies and consultants request for: - Refresher for experienced staff - New staff
Work on or adjacent to WSDOT right-of-way	• Communicate with WSDOT early and often • Understand and agree in writing design requirements and review/inspection costs
Certify tribal consultation on all projects	• Certify that all applicable tribes have been notified and consulted for all projects at Bid Authorization.

TIB Project Management Training

TIB offers in-depth quarterly training to review various program requirements and general project management. This training is intended for local agencies and consultants who are new to TIB programs or for those interested in a detailed refresher. For more information, please see TIB's website at https://www.tib.wa.gov/services/Training/Training.cfm.

Notes

Funding Timeline



Board approves program target sizes.

TIB opens call for projects and begins funding workshops.

Applications due to TIB.

Board selects projects.

Notes

Agency Performance

Average Project Lifespan

	# of Projects	Average Lifespan	TIB Standard
UAP	28	65.9 months	60
UCP	25	96.6 months	84
SCAP	0	0.0 months	36
SP	18	47.1 months	30
RTP	0	0.0 months	—
SCPP	0	0.0 months	30
APP	0	0.0 months	30

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 5% 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
    - Engineering Percent = $\frac{Engineering\ Costs}{Contract\ Cost}$
    - WAC rules limit TIB participation for engineering to 30% of contract cost. Good bids are not justification for engineering over 30%.
- Application history
    - Last application submitted
    - Applications versus funded projects

Program Overviews

UAP

Urban Arterial Program

ATP

Active Transportation Program

APP

Arterial Preservation Program

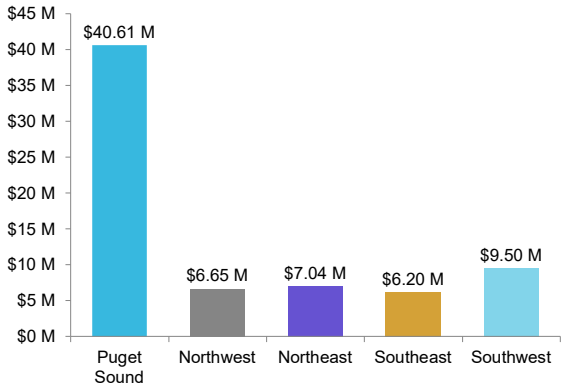
CSP

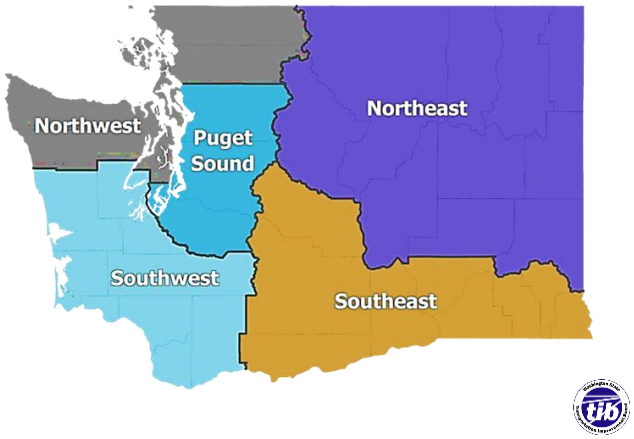
Complete Streets Program

Notes

UAP
Urban Arterial Program

$70.0M Program





UAP Funding

- Distributed among five regions – Puget Sound, Northwest, Northeast, Southeast, and Southwest.
- Regional allocation is based on population and lane miles.
- Allocations are updated annually.
- Projects typically range from $1 million to $5 million per project.
    - Request the lowest amount needed to secure full funding between logical limits.
    - Funding limited by regional distribution.

UAP Goals

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

Goals align with legislative charter.

Ensure projects that support state transportation policy goals receive funding.

UAP Project Attributes

Design Considerations	Project Types
• Considers all users in improvements	• Full reconstruction
• Sidewalks	• Pavement rehabilitation
• Appropriate cross-sections	• Resurfacing
	• New street

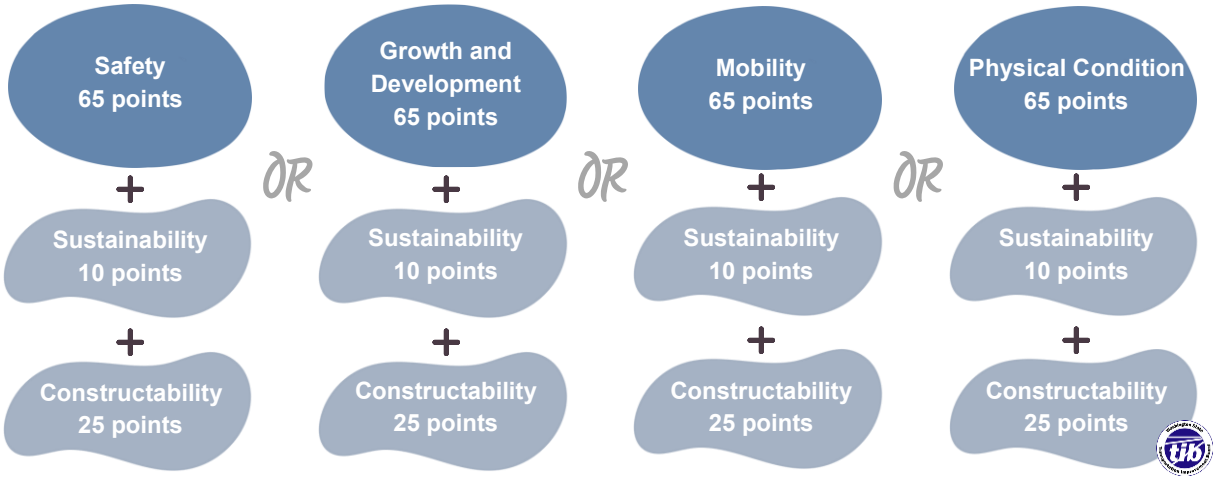
Design Considerations

- A 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 some situations.

Project Types

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

UAP
Banding



Each application is scored in all four of the following bands unless the agency chooses to opt out of the bands:

- Safety
- Growth & Development
- Mobility
- Physical Condition

All applications receive a score for:

- Sustainability
- Constructability

Band score is determined by the following equation:

$$Criteria\ score + Sustainability\ score + Constructability\ score = 100\ point\ maximum$$

Points are only one of several considerations during application review.

Safety Band

Crash history

Countermeasures

Crash Data Requirements

- 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

- Incidences with fatalities
- Incidences with injuries
- Incidences with property damage only

Countermeasures

- Access control
- Intersection control
- Increases sight distance
- Corrects offset/skewed intersection
- Grade separation
- Adds pedestrian facilities

$$\frac{40\ point}{Crash\ History} + \frac{25\ points}{Countermeasures} = 65\ total\ points$$

Commercial Growth and Development Band

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

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

Public Support

Utilities are onsite.

Private Support

- Percent of permits issued
- Development agreement status
- Private investment in public infrastructure

Permitted Development Activity

- Dwelling units constructed in the development
- Acreage of the development being developed
- Permanent jobs created by the development

Location

- Development location
- Project proximity
- Dependence of development on the project

$$\frac{10\ points}{Public\ Support} + \frac{30\ points}{Private\ Support} + \frac{15\ points}{Permitted\ Development\ Activity} + \frac{10\ points}{Location} = 65\ total\ points$$

Mobility Band

- Congestion and level of service
- Network connectivity
- Modal access
- Features

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 LOS post-project.*

Congestion and Level of Service

- 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

- Complete/extend corridor improvements
- Complete gap/extend improvements
- What does the project connect to? (highest classification)

Modal Access

- Improve transit access
- Improve connections to non-motorized access
- Improve freight facilities

Features

- Relieves bottleneck
- Improves access to CBD or urban center
- Traffic signal interconnect

$$\frac{35\ points}{Congestion\ and\ Level\ of\ Service} + \frac{10\ points}{Network\ Connectivity} + \frac{10\ points}{Modal\ Access} + \frac{10\ points}{Features} = 65\ total\ points$$

Physical Condition Band

- Existing condition
- Non-Pavement condition
- Existing attributes
- Loading
- Sidewalk condition

Existing Condition

- 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

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

Existing Attributes

- Fixed objects
- Access control
- Alignment
- Channelization
- Turning radius
- Sight distance
- Completes or extends improvements

Loading

- Volume
- Truck route classification
- Buses

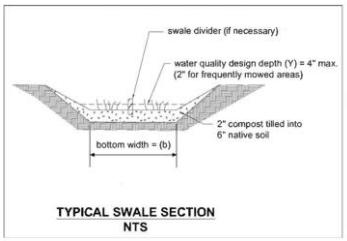
Sidewalk Condition

- Does not meet standards
- Overall sidewalk condition

$$\frac{30\ points}{\substack{Existing\\Condition}} + \frac{10\ points}{\substack{Non-Pavement\\Condition}} + \frac{10\ points}{\substack{Existing\\Attributes}} + \frac{10\ points}{Loading} + \frac{5\ points}{\substack{Sidewalk\\Condition}} = 65\ total\ points$$

Sustainability

Improves Project Quality through Sustainable Design	Modal Measures	Environmental Measures	Energy Measures	Pavements
• Adopted Complete Streets ordinance	• Appropriate sidewalk cross-sections • Bicycle facilities when appropriate	• Adopted Greenhouse Gas and Emissions Policy • Storm water controls • Hardscaping or native planting • Appropriate roadway cross-sections	• Construct roundabout	• In-place recycling • Appropriate treatment type • "No Cut" ordinance



Evaluates inclusion of sustainable design and well-tested, reliable techniques to minimize environmental impacts. Requires an adopted Complete Streets ordinance.

Modal Measures

- Adds queue jump or transit only lane
- Peak hour transit buses
- Appropriate sidewalk cross-section
- Bicycle facilities

Energy Measures

- Install roundabout versus warranted signal (new intersection).
- Convert signalized intersection to roundabout.
- Convert stop-controlled intersection to roundabout.

Environmental Measures

- 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

- In-place pavement recycling based on approved pavement design.

Constructability

- Funding
- Construction readiness
- Ease of implementation
- Likeliness for success

TIB evaluates the likelihood the project will successfully reach completion.

Full Funding

- Overmatch or construction ready
- Adopted TBD or locally dedicated transportation funding by ordinance
- Full funding in place

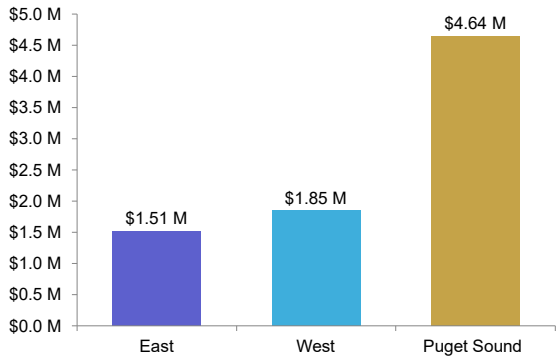
Construction readiness and Ease of implementation

- Plans, specifications, and estimate complete
- Permitting complete
- Cultural resource assessment complete
- Right-of-way either certified or not required at application
- No federal funding
- Use of accelerated construction methods
- No railroad impact
- Utility upgrades status

$$\frac{11\ points}{Full\ Funding} + \frac{14\ points}{\begin{matrix} Construction\ Readiness \\ and\ Ease\ of\ Implementataion \end{matrix}} = 25\ total\ points$$

ATP
Active Transportation Program

$8.0M Program



ATP Funding

- Distributed among three regions – East, Puget Sound, and West.
- Regional allocation based on population and lane miles.
- Allocations are updated annually.
- 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.

A Complete Streets ordinance is not required for this program but encouraged.

ATP Goals


Port Townsend- Discovery Road

- Improve Active Transportation Safety
- Create System Continuity
- Link Active Transportation Generators

Improve safety and enhance mobility for active transportation users 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 active transportation generators.

ATP
Scope

Project types

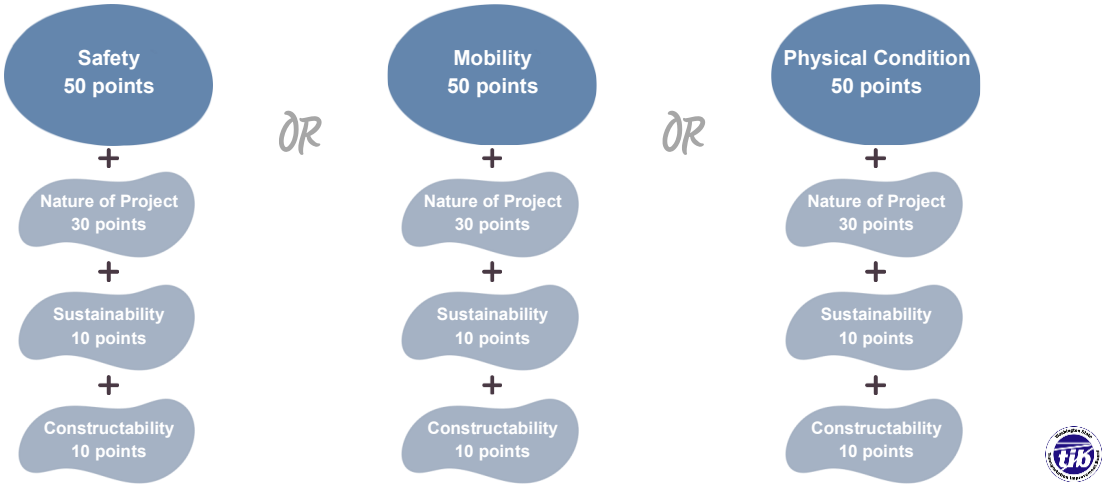
Multiple segments and type of work

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.

ATP
Banding



Each application is scored in all three of the following bands unless the agency chooses to opt out of the bands:

- Safety
- Mobility
- Physical Condition

All applications receive a score for:

- Nature of Project
- Constructability
- Sustainability

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.

Safety Band

- Documented crash involving pedestrian or cyclist
- Existing hazards

Documented crash involving pedestrian or cyclist:

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

Existing Hazards (high/medium/low)

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

Mobility Band

Accessibility	Community
• Transit access	• High-density housing
• Business access	• Identified community needs
• Public facilities access	

Accessibility to public facilities, such as:

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

Physical Condition Band

- Width
- Obstructions
- Deep ditches
- Surface type
- Visibility
- Inadequate signage
- Condition
- Drainage issues

Notes

Nature of Project

- New sidewalk
- Existing facility
- New bicycle facility
- Pedestrian or bicycle crossing

Choose the one type which best fits your project.

New Sidewalk:

- Number of ADA barriers removed
- Extends improvements
- Length of improvement
- Adds speed management
- Appropriate cross-section

Existing Facility

- Number of ADA barriers removed
- Length of improvement
- Restores network
- Adds speed management
- Appropriate cross-section

New Bicycle Facility (bike lanes or multi-use path)

- Number of ADA barriers removed
- Extends improvements
- Length of improvement
- Adds speed management
- Appropriate cross-section

Pedestrian or Bicycle Crossing

- Number of 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

Low impact drainage practice: Use bio-swales, rain gardens, or other low impact drainage practices.

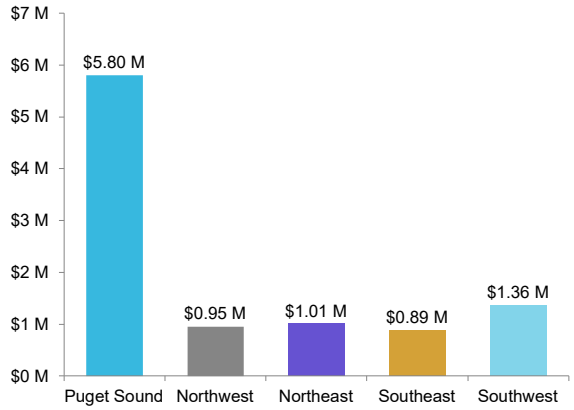
Constructability

- TBD or locally dedicated funding source
- Environmental complexity
- No federal funding or WSDOT involvement
- No utilities or previously relocated utilities
- Construction ready
- Local match

Notes

APP
Arterial Preservation Program

$10.0M Program



*** Program does not consider state routes*

Regional allocation based on population and lane miles.

Allocations are updated annually.

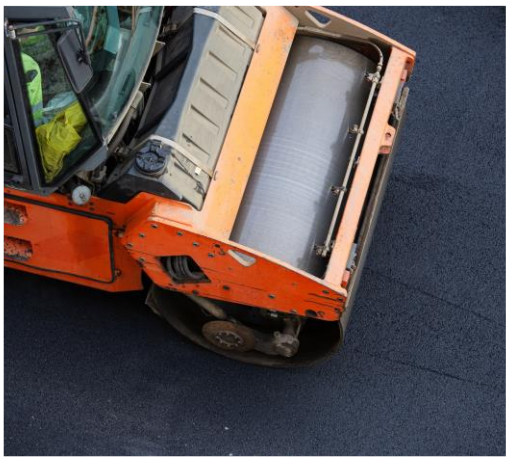
Notes

APP
Overview

Assessed Valuation Criteria	Eligible Streets
• Less than $3 Billion	• Federally Classified Routes

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

APP
Typical Project Scope



- One application for all segments
- Surfacing
- Upgrade ADA ramps if required
- Non-eligible items

ONE APPLICATION for ALL segments.

Road preparation and repair (except crack seal).

Surfacing

- Overlays limited to two-inch depth – If more than two inches are needed, apply under UAP
- Seal coat

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

- Reviewed for: treatment and scope, timing, and location
- Underground work completed before treatment
- No federal funds

Agency Rating

- Economy of scale
  - Documented response from provider required with application.
  - Funded local street improvement (non-FHWA).
- Deliverability
  - Past performance of TIB projects.

Segment Rating

Each segment's score is 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+

CSP
Complete Streets Program

$30.0M Program
Statewide Program

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

Nearly 200 agencies now have an ordinance.

Some projects will be funded with Climate Commitment Act (CCA) funding.

Difference Between Complete Streets and Other Programs

	Complete Streets (CS)	Urban Arterial Program (UAP)	Active Transportation (ATP)
Anticipated funding	$30,000,000	$70,000,000	$8,000,000
Funding distributed	Statewide (urban & small) that have an ordinance ~200 agencies	Regional	Regional
Type of project	Bicycle, pedestrian, access to transit, aesthetics on any agency owned street (federally functionally classified not required).	Arterial improvements for: • Physical Condition • Commercial Growth & Development • Safety • Mobility	Improve active transportation: sidewalks, shared use paths, bike facilities, mid-block crossings, speed feedback signs, RRFB's, ADA ramps, raised intersections, resin bonded stone treatment
Typical funding ranges	$25,000-$3 million	$1 million-$5 million	$150,000-$500,000
Director increase authority	Greater of 15% of project cost or $150,000	Least of 15% of project cost or $750,000	Greater of 15% of project cost or $50,000
Delayed status after	2.5 years	4.5 years	2.5 years
Partially funded by Climate Commitment Act (CCA)	Yes	No	No
Requires complete streets ordinance	Yes	No	No

Notes

Other Project Considerations

Project Application Considerations

Reimbursement Information

Local Match Information

Notes

Project Application Considerations

- Federally functional classified route for UAP, APP, ATP
- Problem and need statement
- Project cost estimate
- ADA features survey
- In agency's adopted six-year TIP for UAP and ATP
- Application review
- Utilities
- Project billings
- Consistent with other plans
- **Realistic** schedules
- WSDOT concurrence
- Delayed or at-risk projects

TIB Requirements 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.
- An individual signing application must have the authority to indebt your agency.
- Project cost estimate indicates all components of work for the project.

Project Schedule

- Please provide a realistic project schedule. The TIB cash flow is dependent on the schedules provided. *If the project is not initiated within three months of the award, it may be considered non-responsive and considered for termination.*
- Project advertisement should be completed between October and May.
- 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.

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 cause construction delays.

WSDOT concurrence

- Required for projects located on or that about 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 (WAC 479-05-211)

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

Projects are considered delayed when one of the following occurs:

- Urban program projects do not reach the construction phase within four years and six months.
- Projects awarded funding as "construction ready" will be considered delayed if construction does not begin within one year of funding becoming available.
- All other programs must reach the 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.**

Reimbursement Information

Transportation Improvement Board does not reimburse for the following:

- Costs exceeding WAC limitation
- New utility or utility upgrades
- Excess property
- Fiber or paving fabric in HMA
- Work outside of limits or scope of project

Engineering costs exceeding the limitations set in WAC 479-05-170

- Design and construction engineering cannot exceed 30% of the eligible construction contract.
- Construction-only projects are limited to 20% of the eligible construction contract.

Landscaping cost is above the limitation set in WAC 479-05-130.

Limited to 5% of the total eligible construction contract (with some exceptions).

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 are not TIB eligible. If you use fiber or paving fabric, place it as a separate bid item.

Local Match Requirements

Required minimum local match:

City Assessed Valuation	Local Match
Under $1 billion	10 percent
$1 to $2.5 billion	15 percent
Over $2.5 billion	20 percent

County Road District Valuation	Local Match
Under $3 billion	10 percent
$3 to $10 billion	15 percent
Over $10 billion	20 percent

UAP/ATP

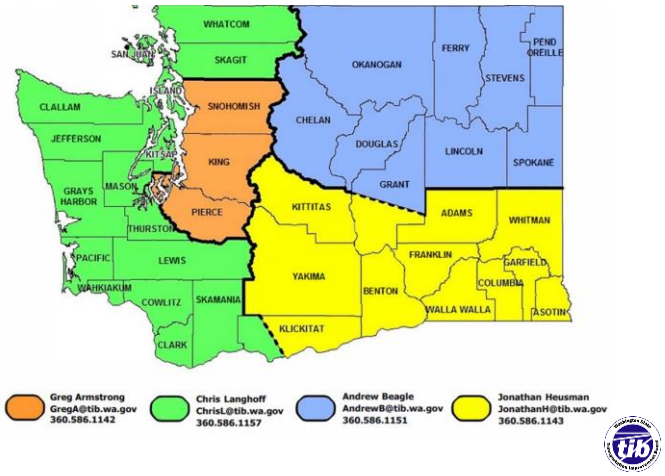
- Local match includes contributions from the lead agency, other agencies, federal and/or private sources.
- The local match requirement for your agency is shown when you select your agency name from the dropdown on the application form.
- Non-eligible cost is not considered part of your local match.
- Previous work already completed is not an eligible cost or considered part of local match.

APP

APP cannot be combined with a federally funded project.

Open Discussion

Region Engineer Information



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	$= \frac{\text{Total TIB Funds}}{\text{Eligible Project Cost}}$ • This ratio is set at project selection • Usually does not change during project life
TIB Reimbursement Ratio	$= \frac{\text{Total TIB Funds}}{\text{Total Project Cost}}$ • 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	Design & Construction Phase Projects • 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% Construction Phase Only Projects • Engineering costs more than 20 percent of the eligible Contract costs are typically not eligible for TIB participation
Minor Changes	• Costs are considered non-eligible until Contract Completion • At Contract Completion, TIB reviews costs to determine if eligible
Landscaping	• Landscaping costs that exceed five percent of the eligible Contract cost are not eligible for TIB participation
Right-of-Way Acquisition	UAP/ SCAP/ CS • 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 and preservation programs
Sidewalk Requirements	• 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
Change Orders	• 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	• 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 • Tribal notification/consult. is required for all projects prior to advertisement
Consultant Agreement	Small Cities Only • 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