



# Transportation Improvement Board

## Strategic Plan 2013-2023

### Charter

The intent of the program is to:

- Improve mobility of people and goods in Washington State by supporting economic development and environmentally responsive solutions to our statewide transportation system needs;
- Improve the arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the state; and
- Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

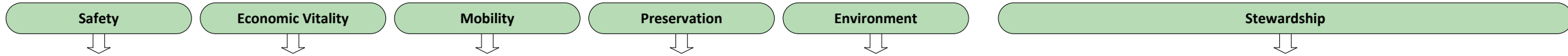
### Mission

The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.

### Values

Improve and innovate; Manage projects to ribbon cutting; Dollars in the ground, not in the bank; Catalyst for project completion

WA State  
Transportation  
Policy Goals



Agency Goals

	Program Goals					Administrative Goals		
	Enhance Arterial Safety	Support Economic Development	Improve Mobility of People and Goods	Maintain, Extend and Preserve the Life of Streets	Encourage Environmental Responsibility	Communicate Effectively	Maintain Stable Operations	Effective Project Management
Strategies	<ul style="list-style-type: none"> <li>▪ Fund projects that have a high potential for collision reduction based on safety criteria</li> </ul>	<ul style="list-style-type: none"> <li>▪ Use growth and development criteria to coordinate timely investments with reliable development opportunities</li> <li>▪ Focus investments on downtown and activity centers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fund projects that strategically add capacity and enhance mobility options</li> <li>▪ Encourage projects that fill gaps and complete corridors</li> <li>▪ Use criteria that identifies projects that improve access to non-motorized mobility options, transit, and freight</li> </ul>	<ul style="list-style-type: none"> <li>▪ Continue to improve efficient delivery of small city preservation projects</li> <li>▪ Stabilize funding for arterial preservation projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Develop curriculum and provide training to customers on environmentally sustainable design</li> <li>▪ Fund projects that support sustainable design and construction, driven by up-to-date sustainability criteria</li> </ul>	<ul style="list-style-type: none"> <li>▪ Broadly communicate TIB funding opportunities to external audiences</li> <li>▪ Clearly communicate agency responsibilities for managing the TIB project in order to access TIB grant</li> </ul>	<ul style="list-style-type: none"> <li>▪ Position for new revenue</li> <li>▪ Utilize demand model to anticipate future expenditure</li> <li>▪ Performance reviews of executive director by three board members (chair, vice chair, past chair if available)</li> <li>▪ Report progress on measures to board annually</li> <li>▪ Customer feedback every 2-3 years: are programs offered meeting the needs of the customers?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Collaborate to establish design only and hybrid loan programs</li> <li>▪ Develop major project grants program</li> <li>▪ Apply constructability criteria</li> <li>▪ Active project management approach</li> </ul>
Related Programs	SCAP, UAP, SP	UAP, SCAP	SCPP, SCAP, APP, UAP	SCPP, SCAP, CHAP, APP	SCPP, SCAP, APP, UAP, SP	ALL	ALL	ALL
10 Year Outcomes	<ul style="list-style-type: none"> <li>▪ Arterial safety hazards reduced</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increased economic activity near TIB projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Congestion reduced on project-specific basis</li> <li>▪ Leverage prior transportation investments</li> <li>▪ Continuous network of mobility options, providing access to non-motorized facilities, transit and freight</li> </ul>	<ul style="list-style-type: none"> <li>▪ Improved pavement in small cities/towns</li> <li>▪ Stop decline of medium city arterial condition</li> </ul>	<ul style="list-style-type: none"> <li>▪ Curriculum made available to customers</li> <li>▪ More agencies have knowledge and tools to use environmentally sustainable practices</li> <li>▪ Projects designed and constructed for the environment and users</li> </ul>	<ul style="list-style-type: none"> <li>▪ Customers clearly understand how TIB programs work and how they can be competitive</li> <li>▪ New legislators understand and support TIB</li> <li>▪ Stakeholders support TIB activities, leveraging funding for greater impact in local communities</li> <li>▪ Grant recipients clearly understand grant rules and agreements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Resources are balanced</li> <li>▪ Programs are still in place</li> <li>▪ Funding is stable</li> <li>▪ Legislature and constituents appreciate TIB</li> <li>▪ Independence is maintained</li> <li>▪ New funding sources are achieved</li> <li>▪ Responsive to changing environment and program results meet emerging needs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Economies of scale created and higher cost projects supported</li> <li>▪ Minimize losses due to project failure</li> <li>▪ Resolve project delays</li> </ul>
10 Year Targets/Measures	<ul style="list-style-type: none"> <li>▪ % reduced collisions on arterials (includes motor vehicles, bicycles and pedestrians)</li> </ul>	<ul style="list-style-type: none"> <li>▪ % of projects in which development occurred within 5 years</li> </ul>	<ul style="list-style-type: none"> <li>▪ Change index (% improvement) in level of service per project</li> <li>▪ % increase in completed corridors</li> <li>▪ # of miles of corridor extension/improvement by project</li> <li>▪ Miles of bike lanes and sidewalks</li> <li>▪ # of projects accessing freight facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pavement condition over 70 for all small cities</li> <li>▪ Medium size city pavement condition stays equal to or greater than reported in 2012</li> </ul>	<ul style="list-style-type: none"> <li>▪ # of training opportunities</li> <li>▪ Participation rate</li> <li>▪ Customer satisfaction rate</li> <li>▪ % of points available achieved in sustainability</li> </ul>	<ul style="list-style-type: none"> <li>▪ % positive customer survey response</li> <li>▪ # agencies without awards in past 5, 10 years</li> <li>▪ # agencies at TIB funding workshops</li> <li>▪ Additional funding appropriated/obtained</li> <li>▪ # of delayed projects</li> <li>▪ # of agencies who have not billed in the past year</li> </ul>	<ul style="list-style-type: none"> <li>▪ % of \$ spent on construction; % of \$ spent on design</li> <li>▪ % of transactions processed within target</li> <li>▪ Consistency in # of projects, fund balances</li> <li>▪ Change/review of funding laws</li> <li>▪ Reduced reliance on gas tax</li> <li>▪ Satisfaction survey</li> <li>▪ # of customers who received a grant after not having one for more than 10 years</li> <li>▪ % of customers who are satisfied</li> </ul>	<ul style="list-style-type: none"> <li>▪ # of jurisdictions using hybrid program</li> <li>▪ % of participating jurisdictions meeting loan obligations</li> <li>▪ Average time to completion</li> <li>▪ # of resolved delayed projects</li> </ul>