The Transportation Improvement Board (TIB) was created to ensure equitable and efficient investment in local transportation projects statewide. Ninety percent of program funding is from three cents of the gas tax, or approximately $100 million annually. TIB relies on Connecting Washington appropriations for ten percent of its program funding.

Cities and urban counties are eligible to apply for funding through grant programs that target street construction, resurfacing, and sidewalks.

Innovation and Efficiency

TIB programs are driven by customer feedback, annual performance reviews, and Lean process improvements. TIB’s award winning performance dashboard monitors financials and measures program effectiveness. Program achievements include:

- Over 98% of TIB’s budget is invested in capital improvements;
- The Urban Arterial Program criteria targets the strongest projects throughout the state;
- The small city grant programs improve street systems and slows the deterioration of street pavement conditions;
- The Relight Washington Program lowers city streetlight costs by helping cities convert to more energy efficient LED streetlights.
- The Complete Streets Program rewards cities and counties that show a strong ethic for building streets for all users.

Visit the TIB performance dashboard: www.tib.wa.gov/Dashboard

TIB Mission and Core Values

- **Improve and Innovate**: Continually modernize business practices to ensure connection between policies and actions.

- **Catalyst for project completion**: Strong prospect of full funding exists before TIB provides funds.

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

- **Manage projects to ribbon cutting**: Agency goal is project completion rather than grant award.

- **Dollars in the ground, not in the bank**: Funding is actively managed to its most efficient use.

Where are TIB Dollars Invested?

- County 22%
- State Route 16%
- City/Town 62%

Agency Outcomes

TIB selects projects competitively using rating criteria tied to state transportation policy goals.

Ensuring projects are fully funded helps manage timelines, limits scope creep, and reduces inflation.

TIB funds represent, on average, 40% of total project funding.

Program award to completion rates

- Urban Arterial: < 4 years
- Small City Arterial: 2.5 years
- Arterial Preservation: 1.7 years
- Small City Preservation: 1.5 years

Urban projects average 17% fewer accidents after construction.

The Small City Preservation Program targets 3,200 lane miles and has improved pavement condition ratings 7% over 12 years.

Since 1990, TIB invested over $2.93 billion in over 4,350 projects.
**Programs for Urban Customers** (city population 5,000 or greater and county urban areas)

The *Urban Arterial Program (UAP)* funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition. Projects are also rated on sustainability and constructability. The program requires sidewalk on both sides of the streets and funds bike lanes when included in the local transportation plan.

The *Urban Sidewalk Program (SP)* establishes highly connected pedestrian networks in downtowns and activity centers. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational, and the project must be on a federally-classified route.

The *Arterial Preservation Program (APP)* (for urban cities with assessed valuation below $3 billion) enables larger scale preservation projects at lower unit costs. The program provides funding for overlay or full depth reclamation of federally classified arterial streets. The APP also funds required ADA ramp upgrades, and minor associated sidewalk repairs.

The *Relight Washington Program (LED)* (for urban cities with assessed valuation below $2 billion) allows cities to convert streetlights to new, more efficient LED lights, saving the city money that can then be used for street maintenance. All streetlights are eligible once cost savings are established.

The *Complete Streets Program (CSP)* incentivizes roadway design for all users including bicyclists, pedestrians, and transit. All cities and counties with an adopted complete streets ordinance in the state are eligible for this program.

**Programs for Small City Customers** (city population less than 5,000)

The *Small City Arterial Program (SCAP)* establishes the integrity of small city street system while minimizing costs. The program rehabilitates TIB classified arterial streets, enhances street physical condition, corrects geometric deficiencies and improves safety. Sidewalks in downtown areas are required. The program funds other multimodal features consistent with local needs. Funds are also available for local match on federally funded highway projects.

The *Small City Preservation Program (SCPP)* provides funding for chip seal, overlay, and full depth reclamation of existing pavement, with the goal of bringing the small city pavement rating average above 70 PCR. Funding is targeted for road maintenance opportunities across the state. Pavement condition ratings and economies of scale leveraged are considered as part of the criteria. Resurfacing assistance is also available to offset the costs of a state route jurisdictional transfer to a city with a population less than 20,000.

The *Small City Maintenance Program (SCMP)* provides funding for city wide crack sealing, pavement repair, striping, fog seal, and other maintenance.

The *Small City Sidewalk Program (SP)* establishes highly connected pedestrian networks in central business districts. The program constructs and replaces sidewalks along TIB classified arterials to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational.

The *Relight Washington Program (LED)* allows cities to convert streetlights to new, more efficient LED lights, saving the city money that can then be used for street maintenance. All streetlights are eligible once cost savings are established.

The *Complete Streets Program (CSP)* incentivizes roadway design for all users including bicyclists, pedestrians, and transit. All cities and counties with an adopted complete streets ordinance in the state are eligible for this program.