



# Agency & Program Overview

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 10 percent of its program funding and Climate Commitment Act funding for over half of the Complete Streets Program.

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

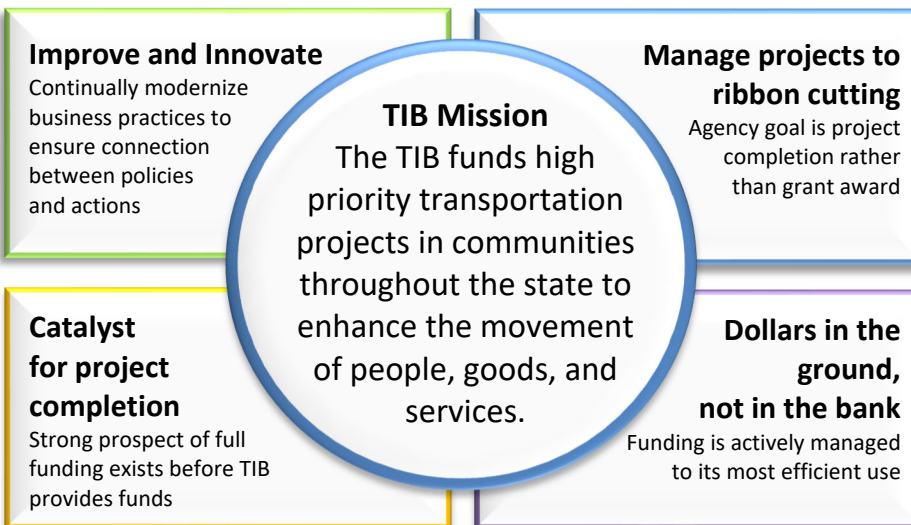
## Innovation and Efficiency

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:

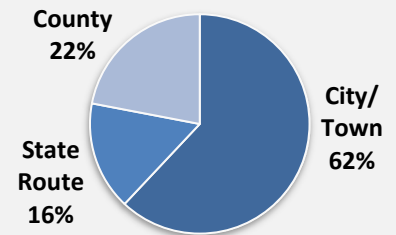
- Over 98% of TIB's budget is invested in capital improvements;
- The Urban Arterial Program criteria targets the strongest projects throughout the state;
- The small city grant programs improve street systems and slows the deterioration of street pavement conditions;
- The Complete Streets Program targets cities and counties that show a strong ethic for building streets for all users.

Visit the TIB performance dashboard: [www.tib.wa.gov/Dashboard](http://www.tib.wa.gov/Dashboard)

## TIB Mission and Core Values



## Where are TIB Dollars Invested?



## 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 \$3.4 billion in over 5,200 projects.

*Transportation Improvement Board...funding local transportation 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 sidewalks on both sides of the streets and funds bike lanes when included in a local transportation plan.

The **Urban Active Transportation Program (U-ATP)** establishes highly connected human scale transportation networks in downtowns and activity centers. The program constructs and replaces sidewalks and bike lanes to improve safety, create system continuity, link generators, extend the system and complete gaps on federally classified routes. Projects must be transportation related and not for recreation only.

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 seal coat treatments of federally classified arterial streets. The APP also funds required ADA ramp upgrades, and minor associated sidewalk repairs.

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 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 the 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 seal coat overlay 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.

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

The **Small City Active Transportation Program (SC-ATP)** establishes highly connected human scale transportation networks in central business districts and near activity generators. The program constructs and replaces sidewalks and bike lanes to improve safety, create system continuity, link generators, extend the system and complete. Projects must be transportation related and not for recreation only.

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 are eligible for this program.

