



# Transportation Improvement Board

## Strategic Plan 2023-2033

### 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

Safety

Economic Vitality

Mobility

Preservation

Environment

Stewardship

#### 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 and Selection Management

- Fund projects that have a high potential for collision reduction based on safety criteria

- Use growth and development criteria to coordinate timely investments with reliable development opportunities
- Focus investments on downtown and activity centers

- Fund projects that strategically enhance mobility options
- Encourage projects that fill gaps and complete corridors
- Use criteria that identifies projects that improve access to active transportation options, transit, and freight

- Continue to improve efficient delivery of small city preservation projects
- Stabilize funding for preservation projects
- \*Continue APP and Physical condition band funding

- Fund projects that support sustainable and low impact design and construction, driven by up-to-date sustainability criteria

- Broadly communicate TIB funding opportunities to external audiences
- Clearly communicate agency responsibilities for managing the TIB project in order to access TIB grant

- Position for new revenue
- Utilize demand model to anticipate future expenditure
- Performance reviews of executive director
- Report progress on measures to board annually

- Apply constructability criteria
- Active project management approach
- Use maximizing resources and IACC to collaborate with other infrastructure agencies

Strategies

Related Programs

10 Year Outcomes

10 Year Targets/Measures

SCAP, UAP, ATP, CS

UAP, SCAP, CS

SCPP, SCAP, APP, UAP, ATP, CS

SCPP, SCAP, APP, UAP, ATP, CS

ALL

ALL

ALL

- Arterial safety hazards reduced

- Increased economic activity near TIB projects

- Congestion reduced on project-specific basis
- Leverage prior transportation investments
- Continuous network of mobility options, providing access to non-motorized facilities, transit and freight

- SCPP, SCAP, CHAP, APP
- Improved pavement in small cities/towns

- More agencies have knowledge and tools to use environmentally sustainable practices

- Projects designed and constructed for the environment and users

- Customers clearly understand how TIB programs work and how they can be competitive
- New legislators understand and support TIB
- Stakeholders support TIB activities, leveraging funding for greater impact in local communities
- Grant recipients clearly understand grant rules and agreements

- Resources are balanced
- Programs are still in place
- Funding is stable
- Legislature and constituents appreciate TIB
- Independence is maintained
- New funding sources are achieved
- Responsive to changing environment and program results meet emerging needs

- Economies of scale created and higher cost projects supported
- Minimize losses due to project failure
- Resolve project delays

- % reduced collisions on arterials (includes motor vehicles, bicycles and pedestrians)

- % of projects in which development occurred within 5 years

- Change index (% improvement) in level of service per project
- % increase in completed corridors
- # of miles of corridor extension/improvement by project
- Miles of bike lanes and sidewalks
- # of gaps eliminated
- # of projects accessing freight facilities

- Pavement condition over 70 for all small cities

- % of points available achieved in sustainability

- # agencies without awards in past 7 years
- # agencies at TIB funding workshops
- Additional funding appropriated/obtained
- # of delayed projects
- # of agencies who have not billed in the past year

- % of \$ spent on construction; % of \$ spent on design
- % of transactions processed within target
- Consistency in # of projects, fund balances
- Change/review of funding laws
- Reduced reliance on gas tax
- # of customers who received a grant after not having one for more than 7 years

- Average time to completion
- # of resolved delayed projects