



Agency & Program Overview

The Transportation Improvement Board (TIB) was created to assure equitable and efficient investment in local transportation projects throughout Washington State. The majority of program funding comes from three cents of the state gas tax, totaling about \$100 million per year.

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

Innovation and Efficiency

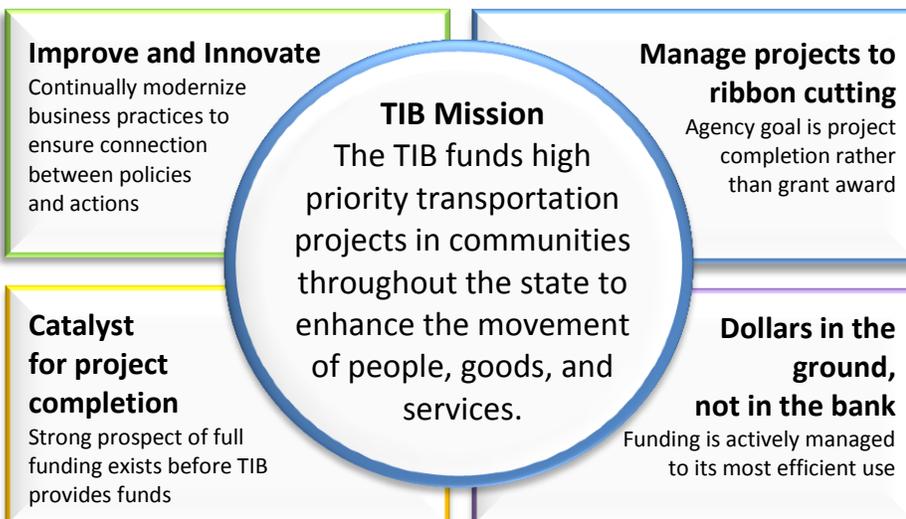
TIB programs are driven by performance feedback and Lean process improvements. The TIB performance dashboard monitors financials and measures program effectiveness. Recent program achievements include:

- New Urban Arterial Program criteria to assure urban program dollars go to the strongest projects throughout the state;
- Small city grant programs to stop the deterioration of – and even improve – small city street pavement conditions;
- A new resurfacing program made available to an additional 68 urban cities with low property assessed valuation; and
- The Relight Washington Program aims to lower city's street light costs by helping cities convert to more energy efficient LED streetlights.

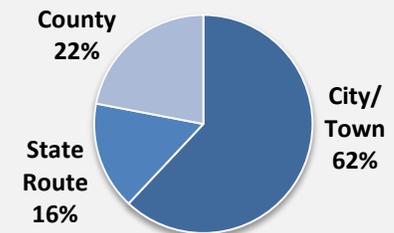
Visit the TIB performance dashboard:

www.tib.wa.gov/TIBDashboard/

TIB Mission and Core Values



Where are TIB Dollars Invested?



Return on Investments

TIB selects projects competitively using rating criteria tied to the state transportation policy goals. With 300 to 400 active projects, program outcomes have included:

Reduced time to complete an urban project from 8.5 years to less than 6 years

Reduced agency wait time for payment from 5 months to 17 days

Reduced number of delayed projects by 70%

Urban projects average 20% fewer accidents and 30% less injuries two years after construction

Since implementation of the TIB's small cities pavement preservation program, the average pavement condition rating improved 12%

Regional distribution ensures equity across the state

Programs for Urban Customers (city population 5,000 or greater and county urban areas)



The **Urban Arterial Program** 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 consistent with a local transportation plan.

The **Urban Sidewalk Program** 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** (for urban cities with assessed valuation below \$2 billion) enables larger scale preservation projects at lower unit costs. The program provides funding for overlay of federally classified arterial streets. The APP also funds required ADA ramp upgrades, and minor associated sidewalk repairs.

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

The **Small City Arterial Program** 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 on at least one side of the street are required and 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** provides funding for chip seal, overlay of existing pavement, and sidewalk maintenance, with the goal of bringing 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 Sidewalk Program** 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.



Relight Washington (cities with total assessed value of less than \$2 billion)

The **Relight Washington Program** aims to lower street light costs by helping cities convert to more energy efficient LED streetlights. A sustainable return on investment study found that cost, energy, and environmental benefits returned more than twice the installation expense over 15 years. A challenge in converting to LED streetlights is the initial capital costs. The TIB pays the initial capital costs. A full list of currently eligible cities can be found on the TIB website.

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