



## Transportation Improvement Board Overview

House Transportation Committee  
Ashley Probart, Executive Director  
September 24, 2020



# TIB Mission and Core Values

## Improve and Innovate

TIB actively modernizes and improves its business practices to ensure a deliberate connection between policies and actions.

Creativity and technology are used to find innovative ways to improve our projects, products and efficiency. "The way we've always done it" is rejected in favor of the best ways we can find to perform our work.

## Manage projects to Ribbon Cutting

Involvement of the TIB staff increases after project selection. The goal of the agency is project completion rather than grant award.

TIB staff know their projects sufficiently to foresee and avoid potential problems.

## TIB Mission

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

## Catalyst for project completion

TIB ensures that a strong prospect of full funding exists before providing funds.

Grants should be effective at leveraging additional funds and ensuring project completion.

## Dollars in the ground, not in the bank

Transportation funding should be actively managed to its most efficient use. Inventory control is persistent to prevent hidden pitfalls.

Financial management is superior and financial decisions prudent, but aggressive.





## 2019-2021: \$237M budget

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### Codified:

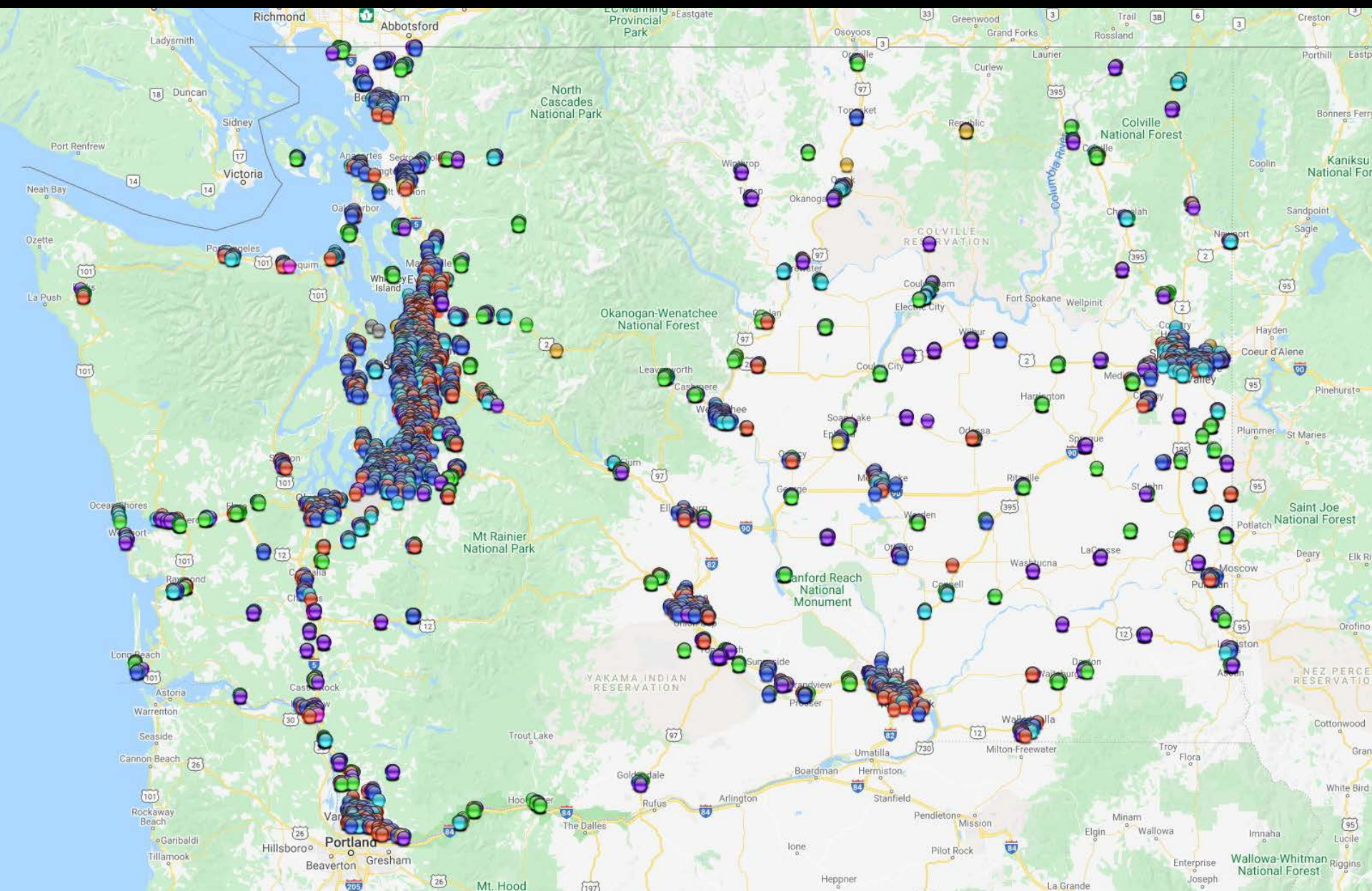
- 3.04 cents State Gas Tax: \$213M/biennium\*
- Electric Vehicle Fee: \$300,000/biennium-  
**Suspended, pending I-976 ruling.**

### Connecting Washington-Not Codified

- Gas Tax: \$9.7M/biennium-*\$4.62M reduction*
- Complete Streets: \$14.67M/biennium-  
*\$4.47M reduction-2020 Program suspended*

\*Gas tax forecast pre-COVID-19

**Projects: 4,517 | Total TIB Funds: \$3.02 Billion**



**39 Counties | 66 Large Urban Cities | 55 Medium Sized Cities | 160 Small cities**



# TIB Programs and Project Delivery Standard:

## Major Programs:

Urban: Cities over 5,000 population/Urban portion of County

- Urban Arterial Program
- Arterial Preservation Program (Cities only)
- Urban Sidewalk Program-Suspended 2020

Small Cities: Cities under 5,000 population

- Small City Arterial Program
- Small City Preservation Program
- Small City Sidewalk Program-Suspended 2020



## Project Delivery Standard: (WAC 479-05-211)

Urban Programs – must reach bid award within 4½ years

Construction Ready – must reach bid award within 1 year

All Other Programs – must reach bid award within 2½ years

Complete Streets Program-Suspended 2020

- Three years to complete contract (WAC 479-10-600)

} 2% or less of total projects do not meet standard



# TIB projects = multiple partners

Financial — TIB Financial Information

## Funding Partners

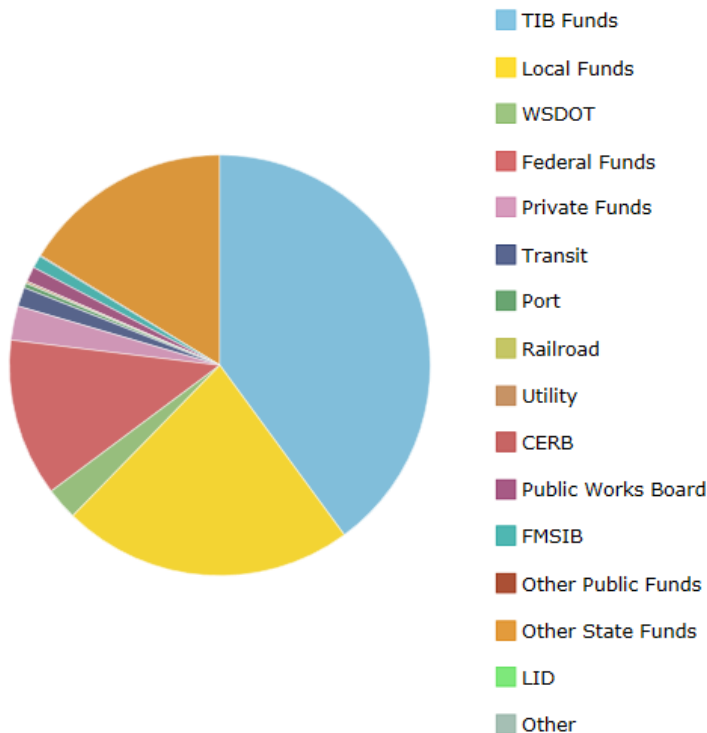
Partner Funding by Funding Source

Funding Sources - Historical View

### Partner Funding by Funding Source

Select Fund Series

FY 2020 TIB Funded Projects



Funding Source	Projects	Amount
TIB	134	\$102,297,231
Local Agency	100	\$57,362,405
WSDOT	3	\$6,341,355
Federal Funds	17	\$31,080,452
Private Funds	8	\$6,743,757
Transit	1	\$3,772,000
Port	1	\$900,000
Railroad	0	\$0
Utility	1	\$421,034
CERB	0	\$0
Public Works Board	1	\$3,000,000
FMSIB	1	\$2,500,000
Other Public Funds	2	\$171,620
Other State Funds	9	\$41,641,136
LID	0	\$0
Other	0	\$0
CDBG	0	\$0
<b>Total Partner Funding</b>		<b>\$256,230,990</b>



# Performance Management Dashboard

TIB Performance Management Dashboard

## TIB At A Glance

### Financial Status

- TIA Fund Balance: **\$511,425**
- SCPSA Fund Balance: **\$303,665**
- Project Payments (MTD): **\$371,330**
- Remaining Commitment: **\$233,304,199**
- Change in TIB Funds (MTD): **\$314**

### Project Status

- Active Projects: **364**
- Completed Projects (FY): **30**
- Under Construction: **255**

### KPI Status

- TIB Commitment Level: **\$233,304,199**
- Net Revenue: **\$0**
- Construction Payments: **86%**
- Average Payment Cycle: **77.2%**
- Delayed Projects: **4.9%**
- Transaction Processing: **0.0%**

### Inventory Status

Fund Balances | Gas Tax Revenue | Accounts Payable | Commitment

## Current Inventory Status

## TIB Financial Statement

All Accounts | August 2020 | Biennium to Date

Category	Item	Current	Biennium to Date
Revenue	Gas Tax	\$7,539,853.43	\$114,402,455.18
	Deposits	\$ 0.00	\$9,177,421.25
	Bond Sales	\$ 0.00	\$ 0.00
	Interest	\$2,315.23	\$112,804.56
	<b>Total Revenue</b>	<b>\$7,542,168.66</b>	<b>\$123,692,680.99</b>
Expenses	Operations	\$140,941.00	\$2,114,235.00
	Grant Payments	\$13,910,412.00	\$129,592,091.00
	Bond Debt	\$563,580.00	\$7,888,445.00
	<b>Total Expenses</b>	<b>\$14,614,933.00</b>	<b>\$139,594,771.00</b>
<b>NET</b>	<b>(\$7,072,764.34)</b>	<b>(\$15,902,090.01)</b>	

### Current Total Account Balance

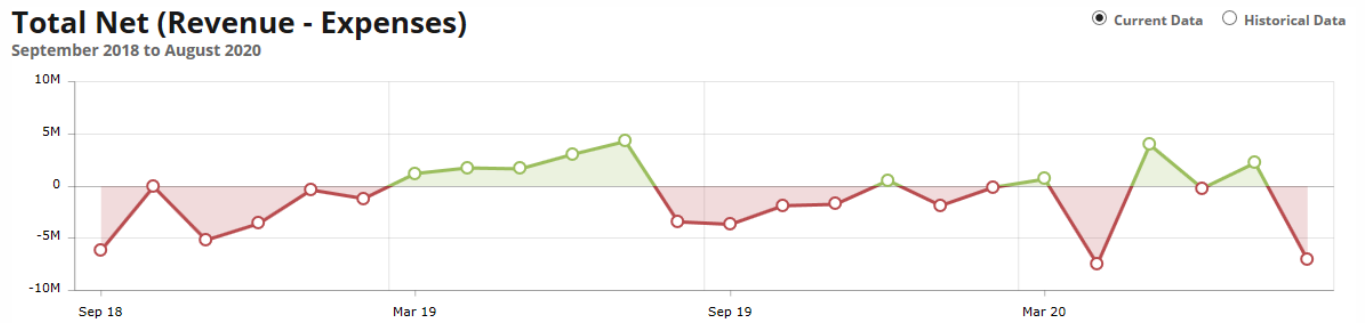
**\$816,510.66**  
Balance as of September 16, 2020

### Total Revenue

September 2018 to September 2020

### Total Expenses

September 2018 to September 2020





# Performance Management Dashboard

## City of Tacoma's East 64th Street

8-1-128(095)-1

Summary	Information & Schedule	Funding	Description	Pictures	Delays	Payments	Notes
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**8-1-128(095)-1**  
**East 64th Street**  
 McKinley Ave E to Pacific Ave

FY 2019 Urban Arterial Program  
 Current Phase : Construction  
 Total TIB Funding : \$5,162,990

County: Pierce | Legislative District: 27 | Project Length: 0.63 | TIB Engineer: Greg Armstrong | Last Payment Date: 08/04/2020

Map

8-1-128(095)-1  
**TACOMA**  
**East 64th Street**  
 McKinley Ave E to Pacific Ave

FY 2019 UAP ••• Current TIB Phase: Construction ••• TIB Funding: \$ 5,162,990

The City of Tacoma proposes a multi-phase project to reconstruct E. 64th St between Pacific Avenue and eastward to the City limits. This application is for Phase 1 of these improvements between Pacific Ave (Hwy 7) a principal arterial to McKinley a minor arterial. Phase 2 will continue this work to Portland Ave and Phase 3 will complete the project to the City limits near Walla Walla Road in Pierce County. This project will





# Annual Scorecard

Planning — Agency Assessment

## TIB Annual Assessment

Measure	2014	2015	2016	2017	2018	Historic Data	Trend
Percent Reduced Collisions on Arterials	18.12%	15.55%	16.02%	16.75%	17.89%		—
Percent of Small Cities with an Average PCR Score above 70	76.4%	71.5%	67.9%	72.9%	73.5%		↗
Projects Completed	159	134	123	254	208		↘
Projects Awarded	82	186	171	344	174		↘
Miles of Roadway Awarded with Sidewalk Added	17.92	14.04	18.02	15.12	19.03		↗
Miles of Resurfacing Awarded	18.07	49.09	50.84	32.94	51.7		↗
Miles of Urban Street Extension or Improvement Awarded	10.94	14.96	17.51	17.23	14.16		↘
Miles of Urban Roadway Awarded with Bikelanes Added	8.72	11.75	9.74	9.01	9.77		—
Average Number of Points Achieved in Sustainability	9	10.03	10.85	9.42	7.8		↘
Agencies Without Awards in the Past 7 Years	41	40	34	26	24		—
Number of Projects not Billing in Last Calendar Year	24	44	67	60	28		↘
Percent of Dollars Spent on Design	11.78%	9.4%	10.12%	9.99%	9.71%		—
Percent of Dollars Spent on Construction	88.22%	90.6%	89.88%	90.01%	90.29%		—

Fund Balances - TIA	\$43.1M	\$47.2M	\$31.5M	\$15.2M	\$10.1M		↘
Fund Balances - SCPSA	\$1.7M	\$2.1M	\$1.5M	\$1.5M	\$0.1M		↘
Average Age of Active Projects - Urban	1.76	1.87	1.94	1.83	1.7		↘
Average Age of Active Projects - Small City	0.84	0.98	0.92	1.07	1.07		—
Number of Delayed Projects	3	1	4	1	1		—



# “Impacts, barriers and opportunities”

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## Impacts:

- New program funding: (i.e. Complete Streets)
  - Typically takes one year to develop and implement
  - Frequently results in re-appropriation
- I-976/Legislative and COVID revenue reductions:
  - With multi-year projects already under contract, impacts are:
    - Existing contracts for some projects are delayed by one construction season
    - Several cities/counties have been requested to cash flow their projects differently
    - Customers with large invoices are put on payment plans
  - Current fund balance (none)
  - Future grant cycles are reduced to “catch-up” on lost revenues



# “Impacts, barriers and opportunities”

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Barriers and opportunities: City Hardship Assistance Account-RCW 47.26/46.68

- Established in 1991 in response to the Route Jurisdiction Transfer of state highways to city streets;
- Is approximately \$2M/biennium;
- Eligibility is for cities with 20,000 population or less;
- Cities are now on second, third paving cycle;
- Most, if not all transfers, are arterials or federally classified routes that are already eligible for traditional TIB programs
- Unspent funds are held for two years and then are redirected by RCW to the Small City Sidewalk and Pavement account.
- Options:
  - Repeal City Hardship Assistance Program
  - Allow funds to be redirected annually instead of biennially.



## “Things to consider”

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- Biennial fiscal cut-off does not align with construction cycle and invoicing cycle—June 30/July 1 cash balance is critical.
- Grant agencies have an inventory and contractual commitment to projects that spans multiple biennia.
- State budget changes to grant agencies can have multi-year impacts.
- Agreed upon “metrics or series of metrics” would assist budget and policy decision making. I.e. TIB’s Annual Scorecard

# Transportation Improvement Board



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