



**Transportation Improvement Board:
TIB 101 and 2025 Legislative Session**

Senate Transportation Committee

Ashley Probart, Executive Director
January 21, 2025



Overview: 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.

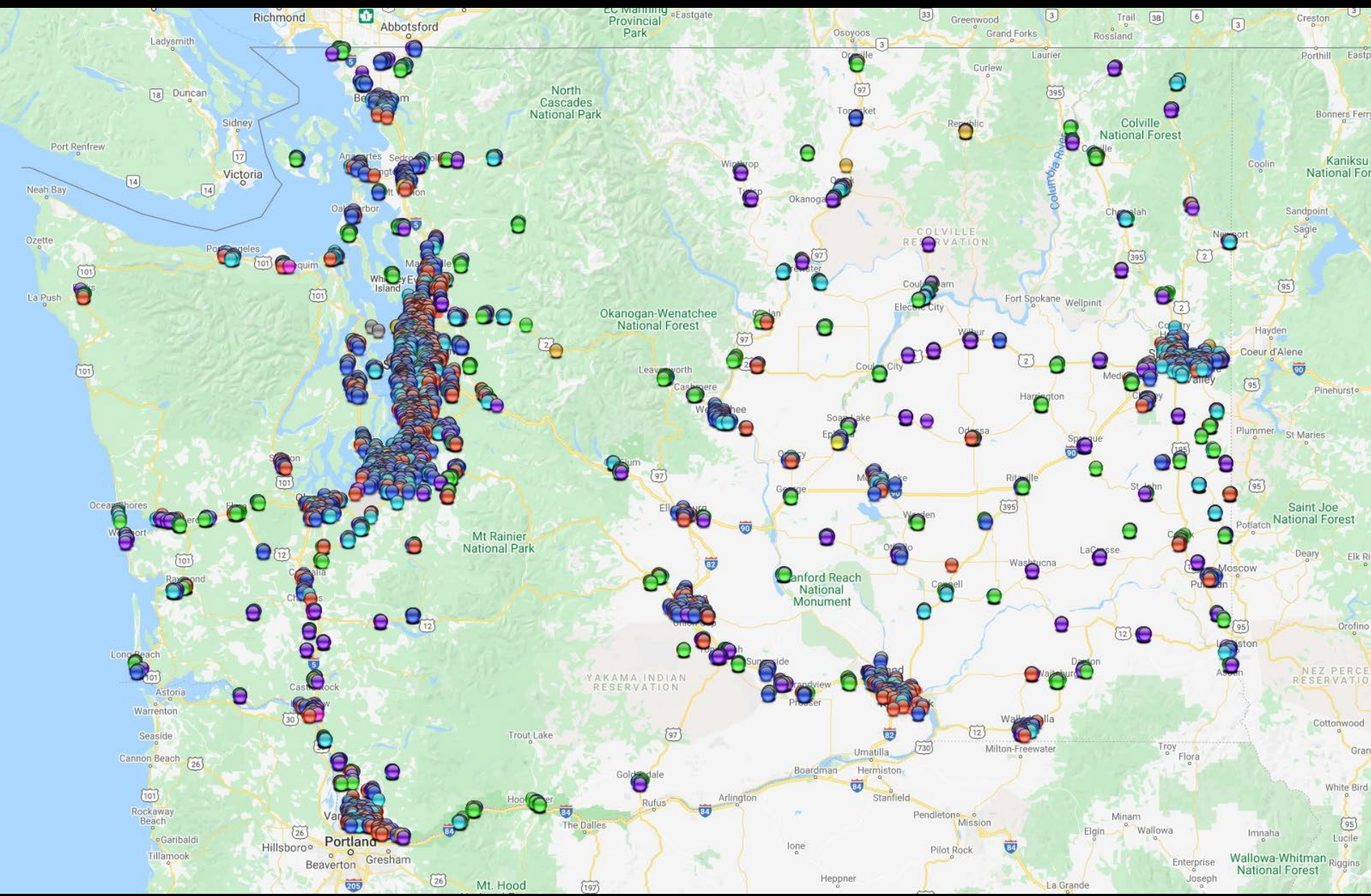
Grants should be effective at leveraging additional funds and ensuring project completion.

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.

Projects: 5,434 | Total TIB Funds: \$3.6 Billion



39 Counties | 60 Large Urban Cities | 60 Medium Sized Cities | 161 Small cities

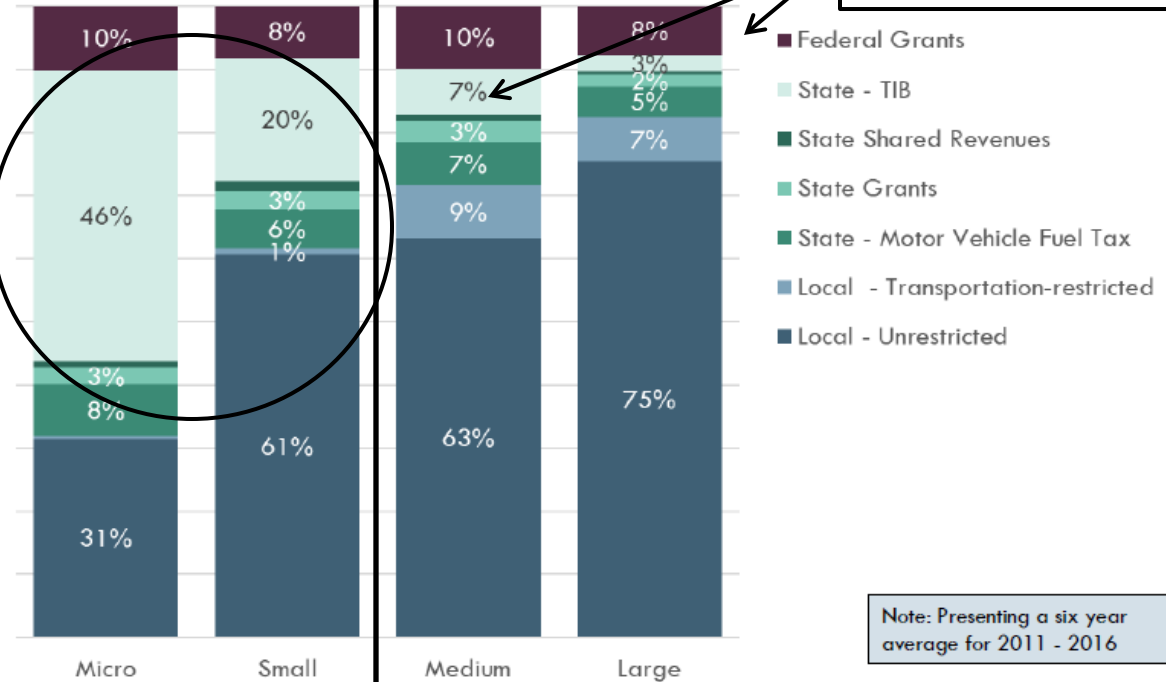


Programs and projects: A local government perspective

City Transportation Revenues by City Type

TIB is the lifeline for small city funding. 20% of TIB funding

Game changer on urban arterial projects-80% of TIB funding.



Note: Presenting a six year average for 2011 - 2016



5,000 pop.<

>5,000 pop.



Transportation Improvement Board Funding:

Codified:

- State Gas Tax: (biennium)
 - \$191.7M June 2024
 - \$186.7M September 2024 ↓
 - \$184.2M November 2024 ↓
- *Electric Vehicle Fee: \$7.6M/biennium*

Connecting Washington-Not Codified

- Gas Tax: \$9.7M/biennium
- Complete Streets Program: \$14.67M/biennium

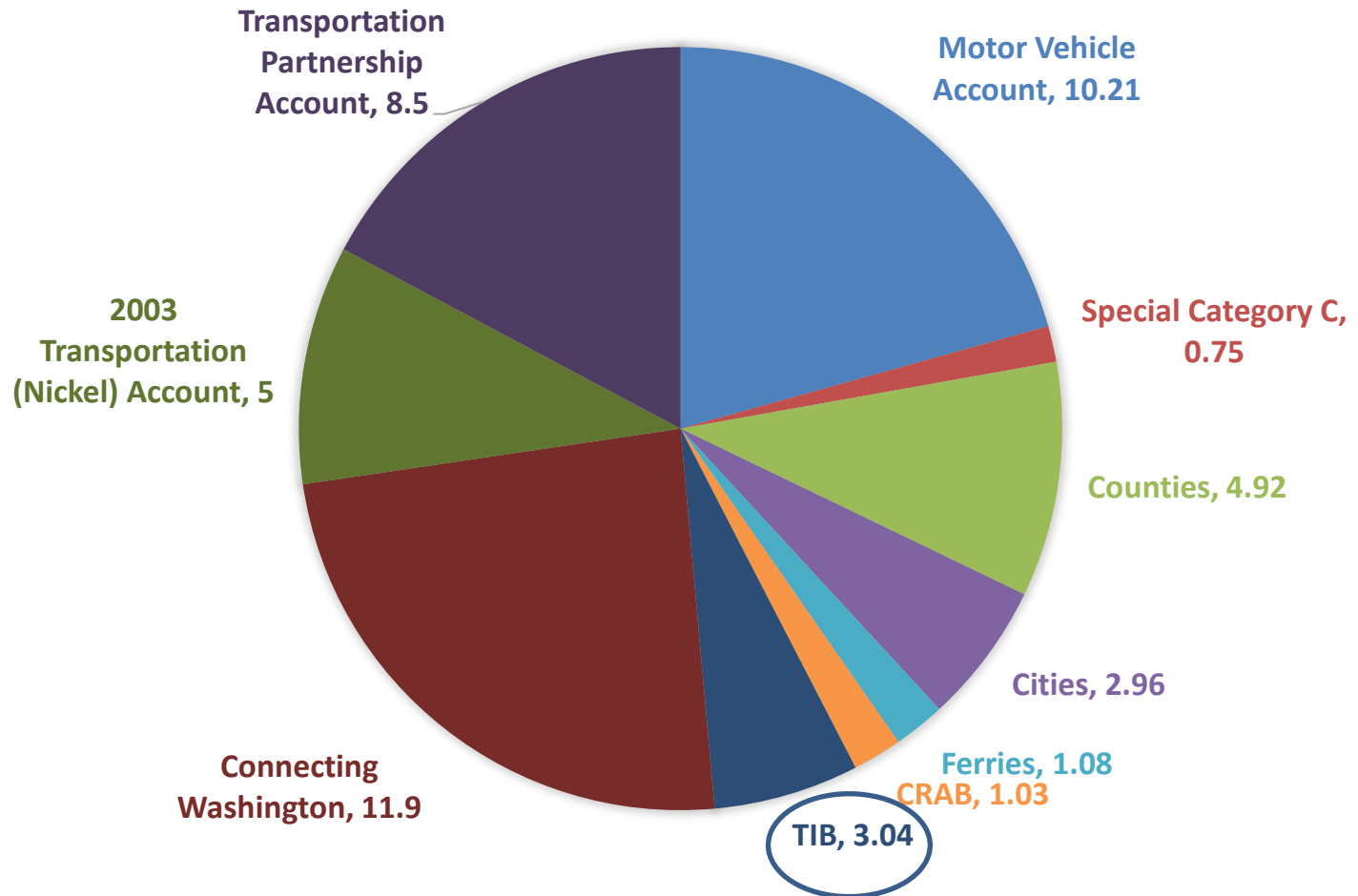
Move Ahead Washington-Not Codified

- (Fund source): \$10M/biennium for City Preservation (\$80M)
- Complete Streets Program: \$19M/biennium increase (\$146M)



TIB share of state gas tax distribution

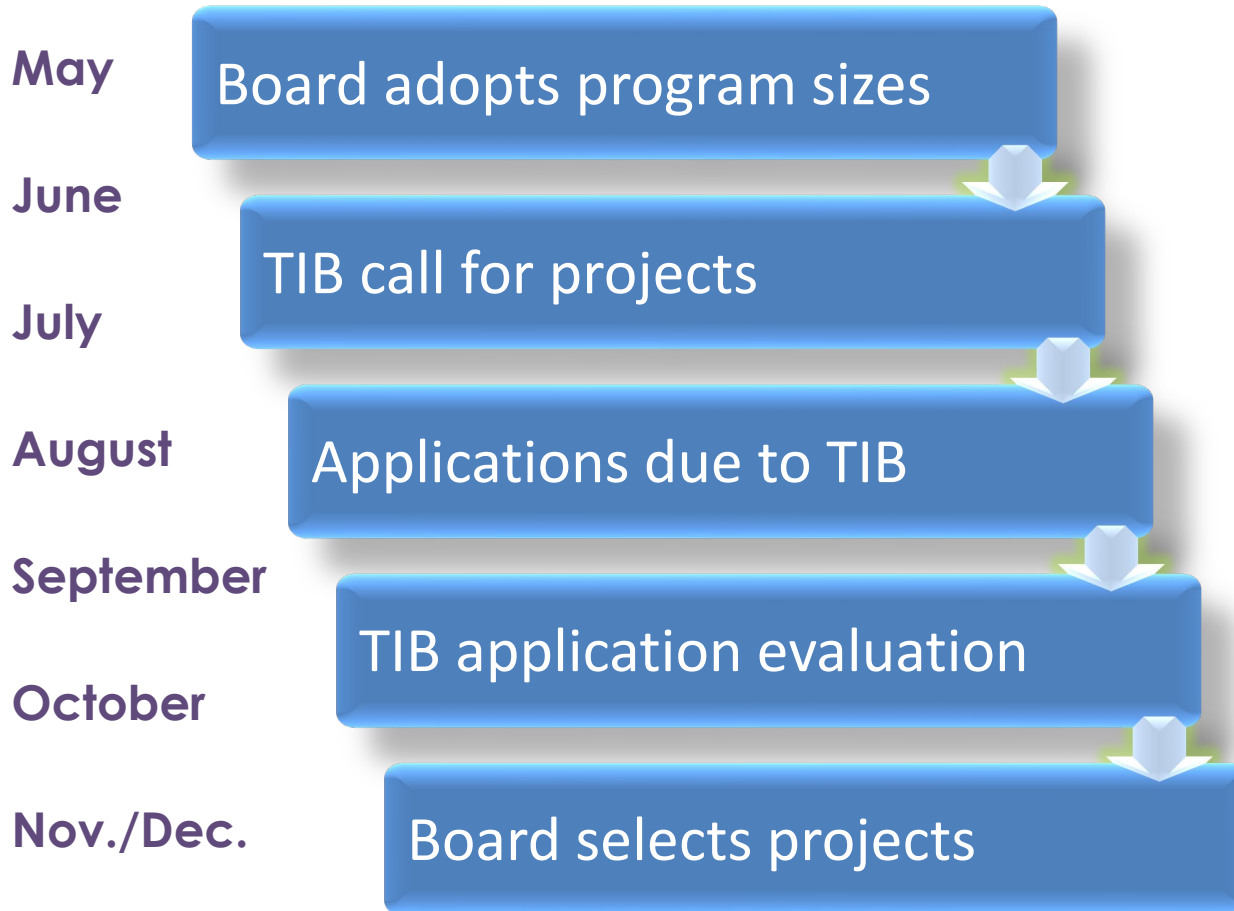
49.4-CENT GAS TAX DISTRIBUTION



***Approximately 0.41 cents equivalent gas tax (MVA) is distributed to TIB**



Annual Funding Cycle





November 2024 Board Awards

Program	FUNDED		\$5M/Year Move Ahead WA
		Program Size	
Urban Arterial Program (UAP)	28	\$76.6M	X
Urban Active Transportation Program (ATP)	19	\$7.3M	
Arterial Preservation Program (APP)	19	\$14.4M	X
Small City Arterial Program (SCAP)	9	\$13.2M	
Small City Active Transportation Program (SC-ATP)	9	\$4.6M	
Small City Preservation Program (SCPP)	34	\$9.5M	X
Small City Maintenance Program (SCMP)	17	\$1.1M	X
Complete Streets Program	44	\$30.03M	
TOTAL	179	\$145.5M	

Requested: 343 projects, \$287.8M

November 2024 Board Awards

Urban Arterial Program (UAP)

Urban Active Transportation Program (U-ATP)

Arterial Preservation Program (APP)

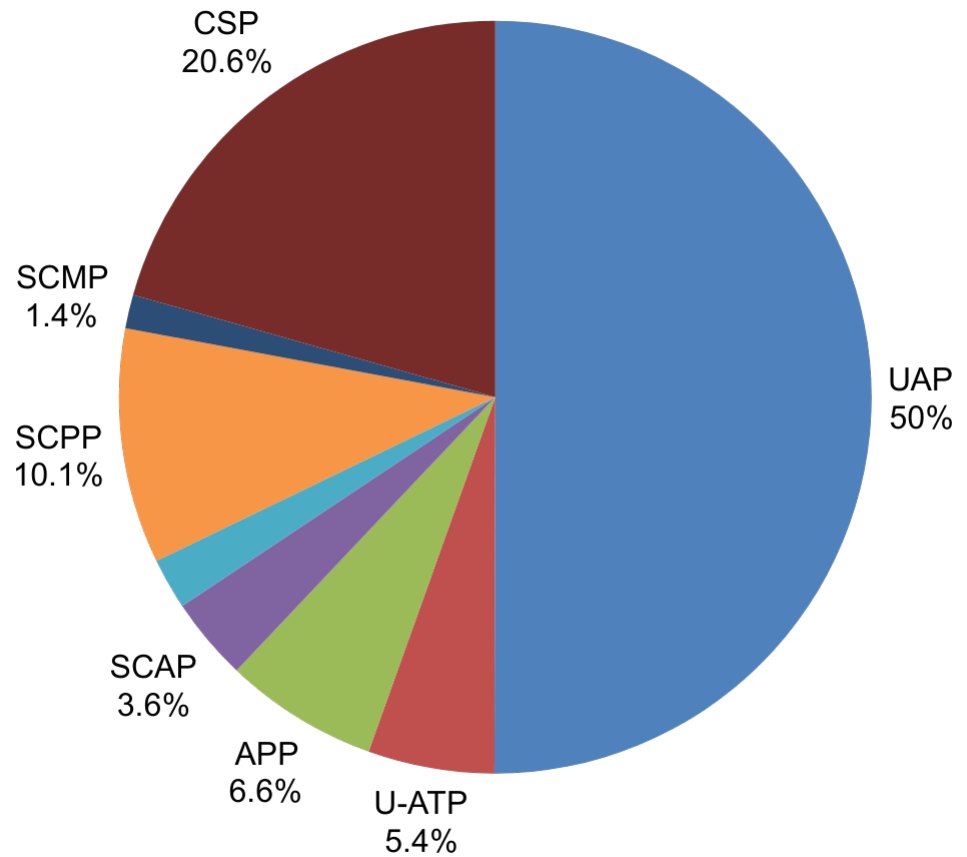
Small City Arterial Program (SCAP)

Small City Active Transportation Program (SC-ATP)

Small City Preservation Program (SCPP)

Small City Maintenance Program (SCMP)

Complete Streets Program (CSP)

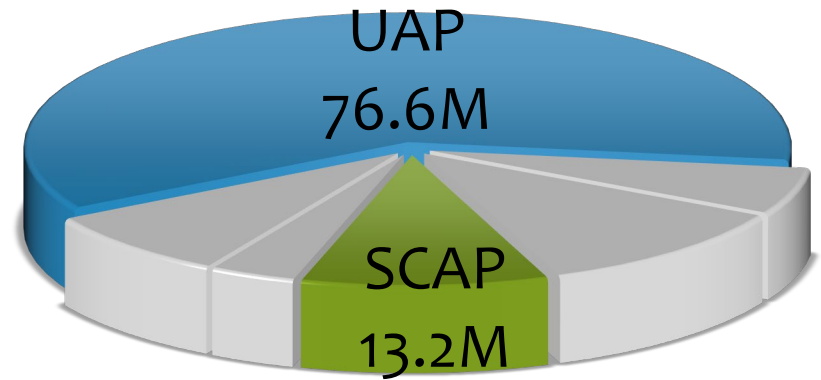




Arterial Programs

Projects that improve at least one of the following:

- Safety
- Growth & Development
- Physical Condition
- Mobility



UAP = Urban Arterial Program

SCAP = Small City Arterial Program

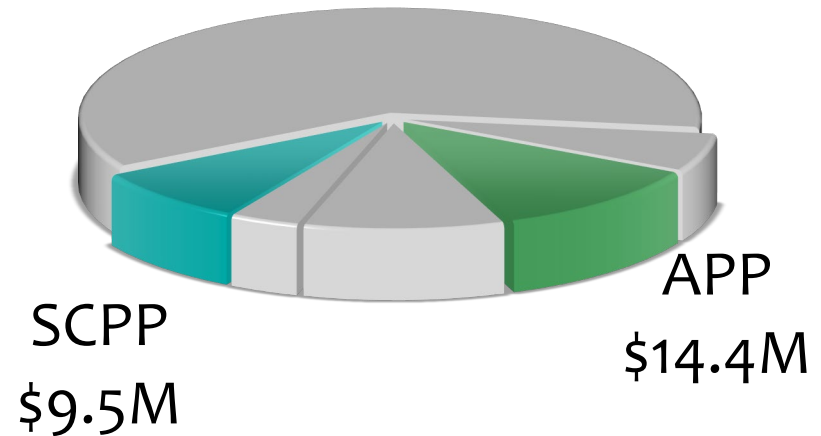


Preservation Programs

- Small City Preservation Program(SCPP)- Chip seal, overlay, maintenance
- Arterial Preservation Program- Overlay and on Federally classified routes.

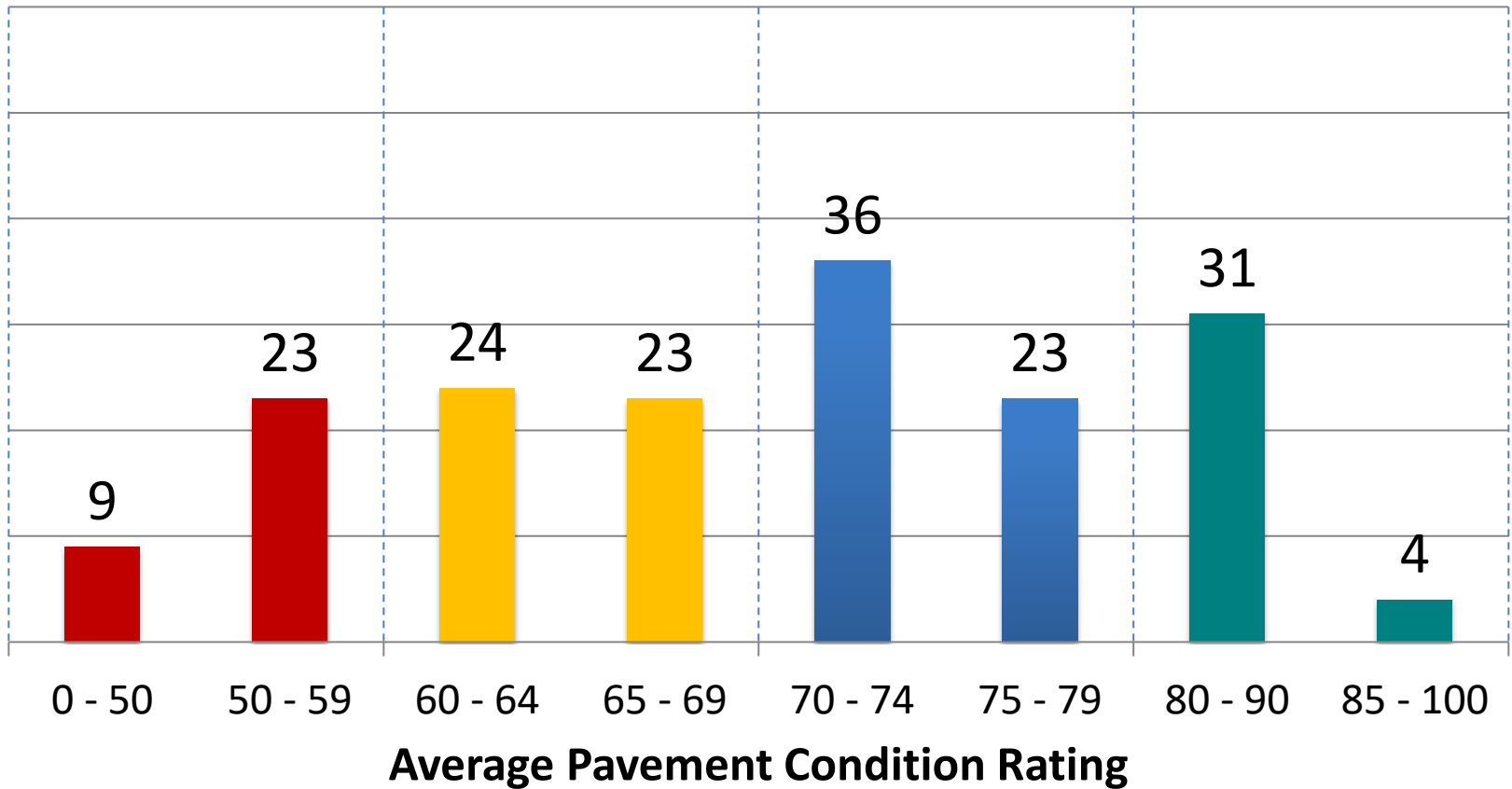


+\$15M in “out of call” Small City Preservation in 2024





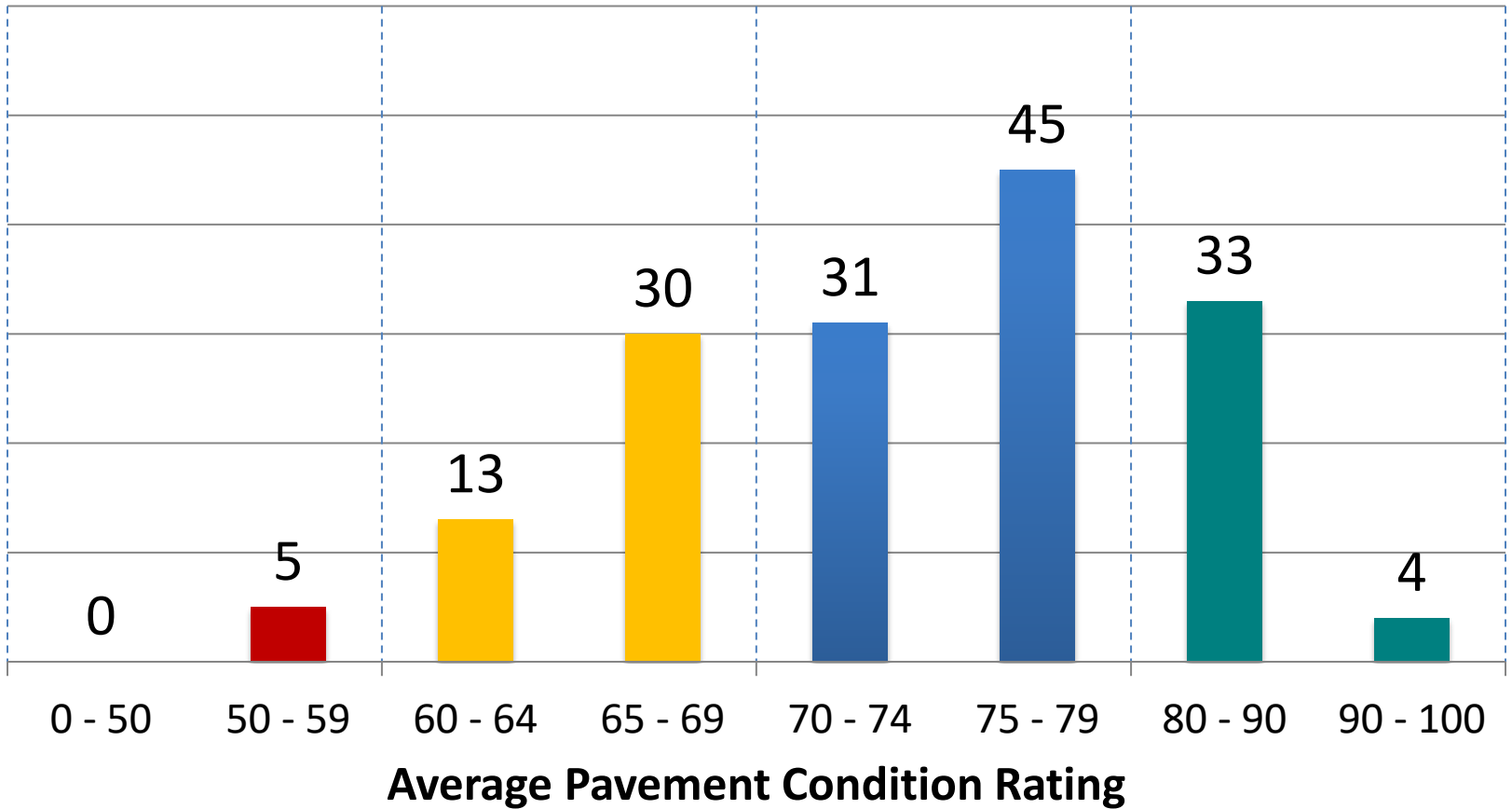
2008 Small City Pavement Status





2022 Small City Pavement Ratings

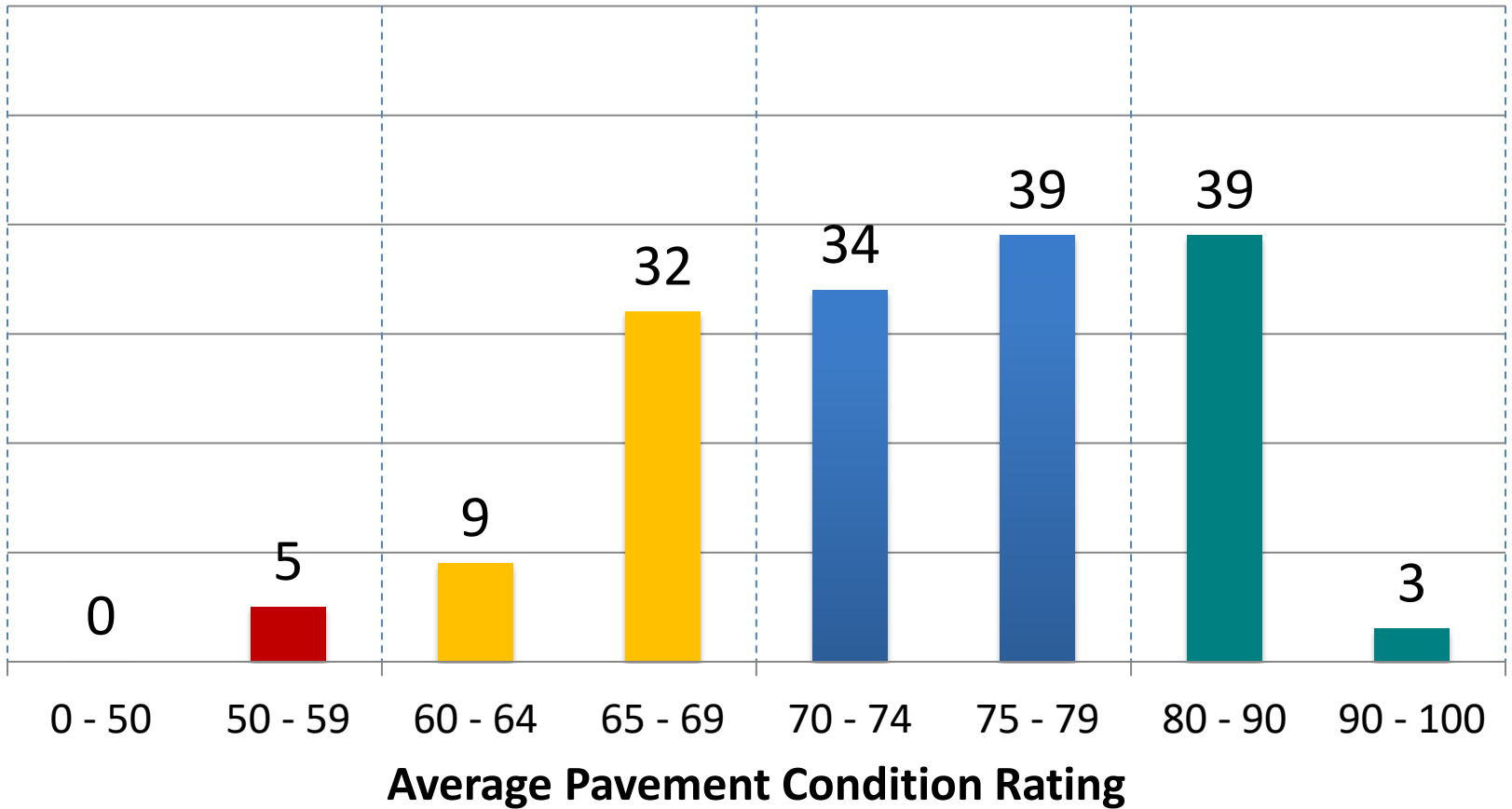
161 small cities





2024 Small City Pavement Ratings

161 small cities





Small Cities Statewide Pavement Condition

Projects — TIB Initiatives

Small City Street Preservation

72.8

Statewide Avg. PCR

1,523.6

Miles of Roadway

Preservation Priorities

City Priorities

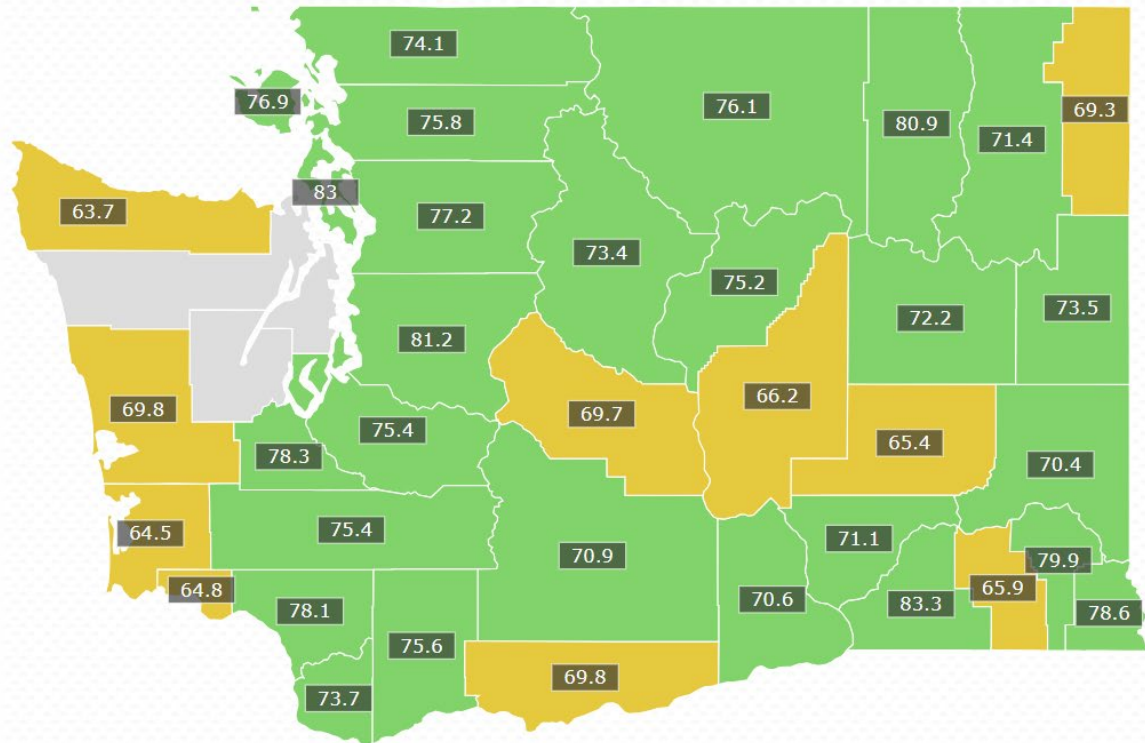
- 51.8 Soap Lake
- 52.7 Morton
- 56.6 Leavenworth
- 57.3 Colfax
- 58.9 Malden

County Priorities

- 63.7 Clallam
- 64.5 Pacific
- 64.8 Wahkiakum
- 65.4 Adams
- 65.9 Columbia

Overviews

- SCPP PORTFOLIO
- PCR SCORES
- MAPPING STATUS
- FIELD REVIEW STATUS



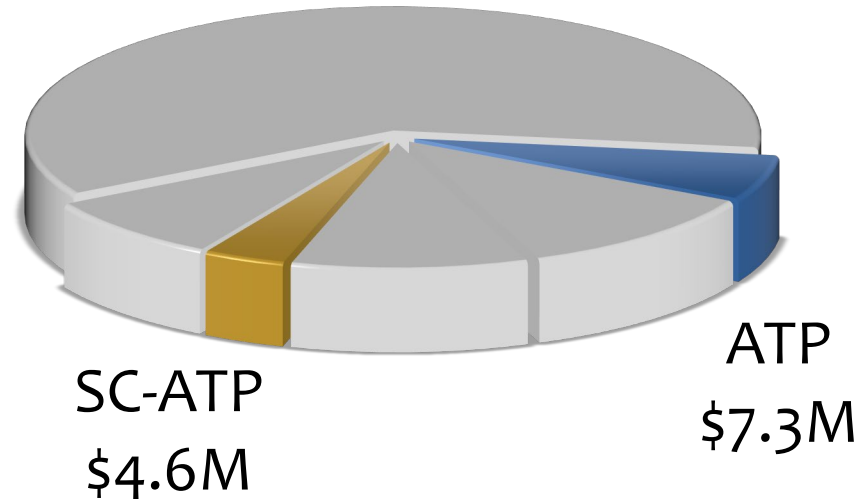
Click a county for details.

Statewide PCR Score Overview



Active Transportation Programs

Projects improve pedestrian safety, access, connectivity, and address system continuity.



SC-ATP = Small City Active Transportation
ATP = Urban Active Transportation



Complete Streets

Projects — TIB Initiatives — Complete Streets Award

Complete Streets Award

Total Eligible Agencies

193

Number of Active Awards

132 Awards

Total Complete Streets Awards

235 Awards

Total Active Funding

\$61.95M

Total Complete Streets Funding

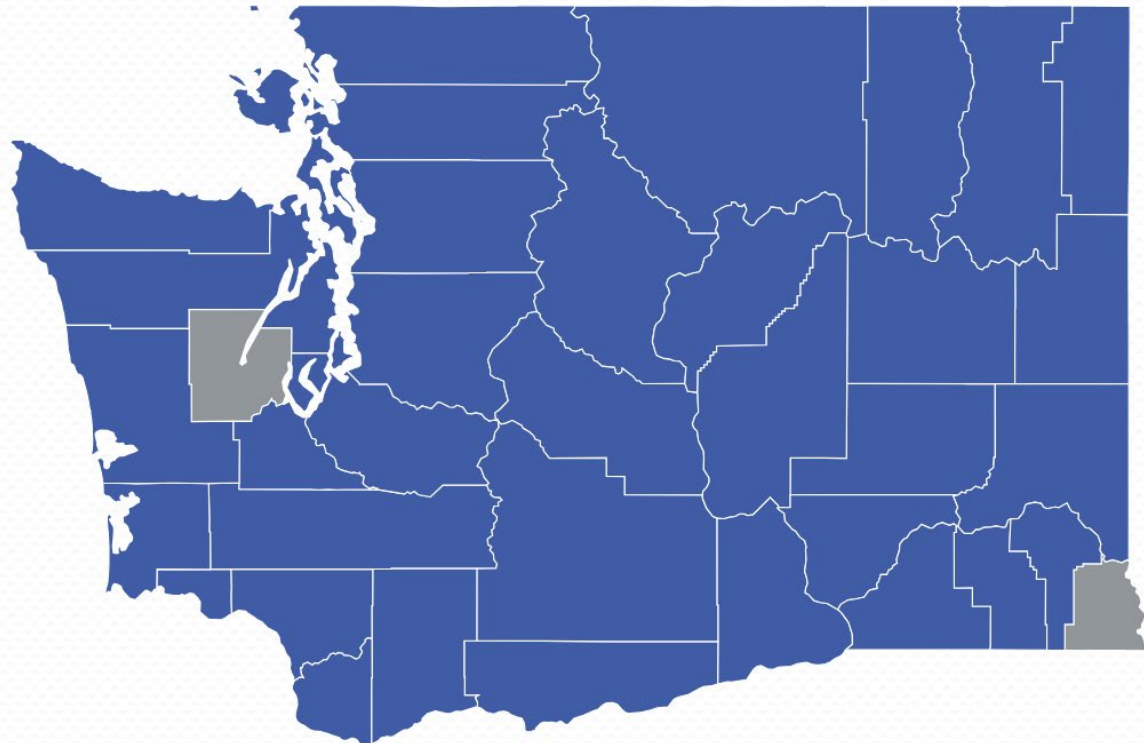
\$93.70M

 SELECTION INFORMATION

Select a county to view Complete Streets Award information.

Locate an Eligible Agency

Select Agency 



Select a county to view Complete Streets eligible agencies.



Complete Streets 2024

- March 2024: 46 projects awarded, \$19.76M/\$51M total project funding
- May 2024: 15 projects awarded, \$3.86M/\$6.7M total project funding
- November 2024: 44 projects awarded, \$30.03M/\$61.2M total project funding

\$53.92M in Grant Funding!

\$<100K



\$2M





TIB Annual Assessment

Planning — Agency Assessment

TIB Annual Assessment

Measure	2020	2021	2022	2023	2024	Historic Data	Trend
Percent Reduced Collisions on Arterials	18.19%	21.72%	25.77%	19.12%	19.68%		
Percent of Small Cities with an Average PCR Score above 70	71.4%	74.2%	70.81%	68.32%	76.4%		
Projects Completed	174	166	160	143	232		
Projects Awarded	83	129	240	230	485		
Miles of Roadway Awarded with Sidewalk Added	7.77	13.34	10.68	14.32	11.36		
Miles of Resurfacing Awarded	38.54	44.22	72.32	82.08	82.82		
Miles of Urban Street Extension or Improvement Awarded	10.9	11.64	7.77	9.9	5.68		
Miles of Urban Roadway Awarded with Bikelanes Added	8.2	7.12	14.05	13.85	9.39		
Average Number of Points Achieved in Sustainability	8.4	8.5	9	8.6	9.1		
Agencies Without Awards in the Past 7 Years	27	29	33	32	28		
Number of Projects not Billing in Last Calendar Year	22	61	30	18	83		
Percent of Dollars Spent on Design	9.81%	6.42%	9.1%	7.39%	7.58%		
Percent of Dollars Spent on Construction	90.19%	93.58%	90.9%	92.61%	92.42%		
Percent of Transactions Processed Within Target	96.54%	97.23%	99.72%	98.8%	98.6%		
Number of Active Projects	355	349	430	515	548		
Total Outstanding Obligation	\$260.3M	\$256.9M	\$313.4M	\$373.1M	\$406.3M		
Fund Balances - TIA	\$8.2M	\$26.8M	\$73.9M	\$88.1M	\$69.5M		
Fund Balances - SCPSA	\$0.5M	\$1.2M	\$4.9M	\$1.9M	\$5.1M		
Average Age of Active Projects - Urban	1.8	1.64	1.56	1.76	1.79		
Average Age of Active Projects - Small City	1.3	0.92	0.7	0.68	0.79		
Number of Delayed Projects	1	1	4	1	3		



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

Small Cities: Cities under 5,000 population

- Small City Arterial Program
- Small City Preservation Program
- Small City Sidewalk Program



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

Less than 1% of total projects do not meet standard



TIB 2025-27 Biennium Objectives:

Address Rapidly Declining Gas Tax Revenues

TIA and SCSPA							
Biennium	Actual	June 2024 Forecast	Sept 2024 Forecast	Difference	Nov 2024 Forecast	Difference from Sept	Difference from June
17-19	\$207,119,228						
19-21	\$188,807,788						
21-23	\$192,279,255						
23-25		\$191,731,600	\$186,695,600	(\$5,036,000)	\$184,225,600	(\$2,470,000)	(\$7,506,000)
25-27		\$196,026,000	\$181,065,200	(\$14,960,800)	\$175,922,400	(\$5,142,800)	(\$20,103,600)
27-29		\$199,772,700	\$178,596,000	(\$21,176,700)	\$173,552,100	(\$5,043,900)	(\$26,220,600)
29-31		\$203,484,600	\$176,376,300	(\$27,108,300)	\$170,986,400	(\$5,389,900)	(\$32,498,200)
31-33		\$207,179,500	\$174,680,800	(\$32,498,700)	\$167,348,900	(\$7,331,900)	(\$39,830,600)

Biennium	Actual
17-19	\$207,119,228

25-27 Biennium Forecast \$175,922,400
-\$32M from 2017-19



TIB 2025-27 Biennium Objectives:

Legislative:

- **Road User Charge and Revenue neutrality**
 - **Replace declining gas tax: @3.5 cents**
 - **Replace electrical vehicle fee**
- **Retail Delivery Fee**
- **Potential “clean-up” TIB bill to remove obsolete references.**
 - **mandate for city/county arterial data**
 - **1974 oil crisis**
- **Work with agencies to deliver TIB grant awards (most funding and projects in Board history);**
- **Continue to promote low-cost maintenance solutions in small cities**

Transportation Improvement Board



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