



Program Overview

Mission

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

The Transportation Improvement Board (TIB) invests state gas tax funds in local communities through six grant programs serving cities, urban counties and transportation benefit districts in Washington State. The TIB identifies and funds the highest-ranking transportation projects based on criteria established by the Board consistent with legislative intent for each program. TIB staff provides customer service and project administration throughout the project life.

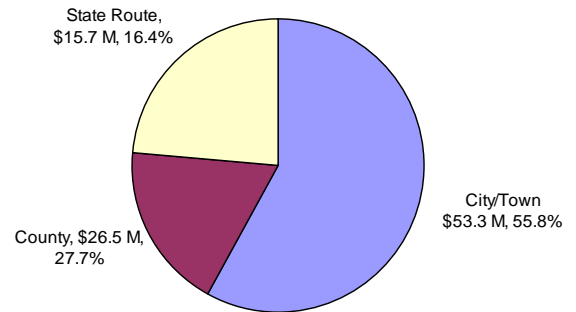
TIB Programs:

Urban Arterial Program, the Urban Corridor Program, the Small City Arterial Program, the Small City Preservation Program, the Sidewalk Program, and the Road Transfer Program.

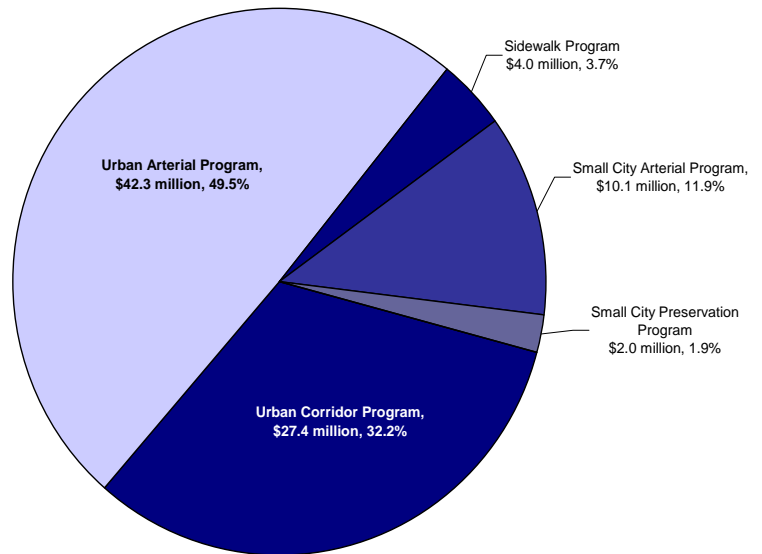
How TIB programs work:

- Funding was established by the Legislature initially in 1967, with additions in 1989 and 2005.
- TIB grant programs are funded by approximately 3 cents of the state's gas tax, which generates an estimated \$100 million per year.
- Funds are allocated regionally to assure distribution statewide.
- Projects are selected competitively using technical criteria to establish an annual priority array.
- In the Board's recent FY 2008 Call for Projects, 72 new projects were funded out of 326 submitted for a total financial commitment of \$83.4 million.
- The Board awarded a total of \$2 million to fund 31 projects in FY 2007 in the Small City Preservation Program.

Expenditures in FY 2006



FY 2008 Program Funding





URBAN ARTERIAL PROGRAM (UAP) uses state funds for city and urban county road projects that reduce congestion and improve safety, geometrics, and physical condition. Eligible agencies are counties with urban areas, cities and towns within an urban area, and cities with a population of 5,000 or greater.

URBAN CORRIDOR PROGRAM (UCP) addresses congestion caused by economic development or rapid growth and requires multi-agency planning and coordination. Funding for UCP is available for cities with a population greater than 5,000, urban areas of counties, and Transportation Benefit Districts (TBD).

The UCP also provides funds for the Corridor Completion Initiative. This initiative funds the completion of urban corridors where TIB has already made a substantial investment. Completing these corridors allows motorists to receive the full benefit of prior TIB investments. This one-time corridor completion funding for FY 2007 totaled \$30 million.

SMALL CITY ARTERIAL PROGRAM (SCAP) provides funds for projects in small cities and towns that address the structural condition of the roadway, roadway geometric deficiencies, and safety issues. The SCAP also provides local match on federally funded TEA-21 funds. An eligible agency is a city or town that has a population less than 5,000. Cities with a population between 500 and 5,000 are reimbursed up to 95% of their costs and cities with less than 500 residents are reimbursed up to 100% of the project cost.



SCAP also funds overlay projects, which capitalize on nearby paving opportunities that drive down the cost for asphalt paving by maximizing economies of scale. Most projects are implemented through a master agreement between TIB and WSDOT to include overlaying streets in small cities with nearby state highway paving contracts. TIB funds 100 percent of the costs associated with rehabilitating the roadway when doing this type of project.

SIDEWALK PROGRAM (SP) provides awards to projects that promote pedestrian safety and mobility as a viable transportation choice. Urban and small city projects compete separately, with the urban and small city component reimbursed at 80 percent for urban and 95 percent for small city.

SMALL CITY PRESERVATION PROGRAM (SCPP) was created by the 2005 Legislature to recognize the difficulty small cities and towns face maintaining and preserving the street and sidewalk system. This program offers \$2.0 million per biennium. Eligible agencies are incorporated cities and towns with less than 5,000 population. Candidates must provide a local match, provide pavement ratings, and sidewalk conditions.

ROAD TRANSFER PROGRAM (RTP) offers state funds for projects to offset extraordinary costs associated with the transfer of state highways to small cities. An eligible agency is a city or town that has a population less than 20,000 and has received jurisdictional responsibility for a former state route. Agencies are reimbursed for the entire project cost.