



Transportation Improvement Board



- Street and sidewalk grants for construction and preservation
- Serves 320 cities and urban counties
- Revenue from 3¢ of gas tax
- \$310 million current grants
- 315 active projects
- 186 projects under construction



TIB Preservation Activities

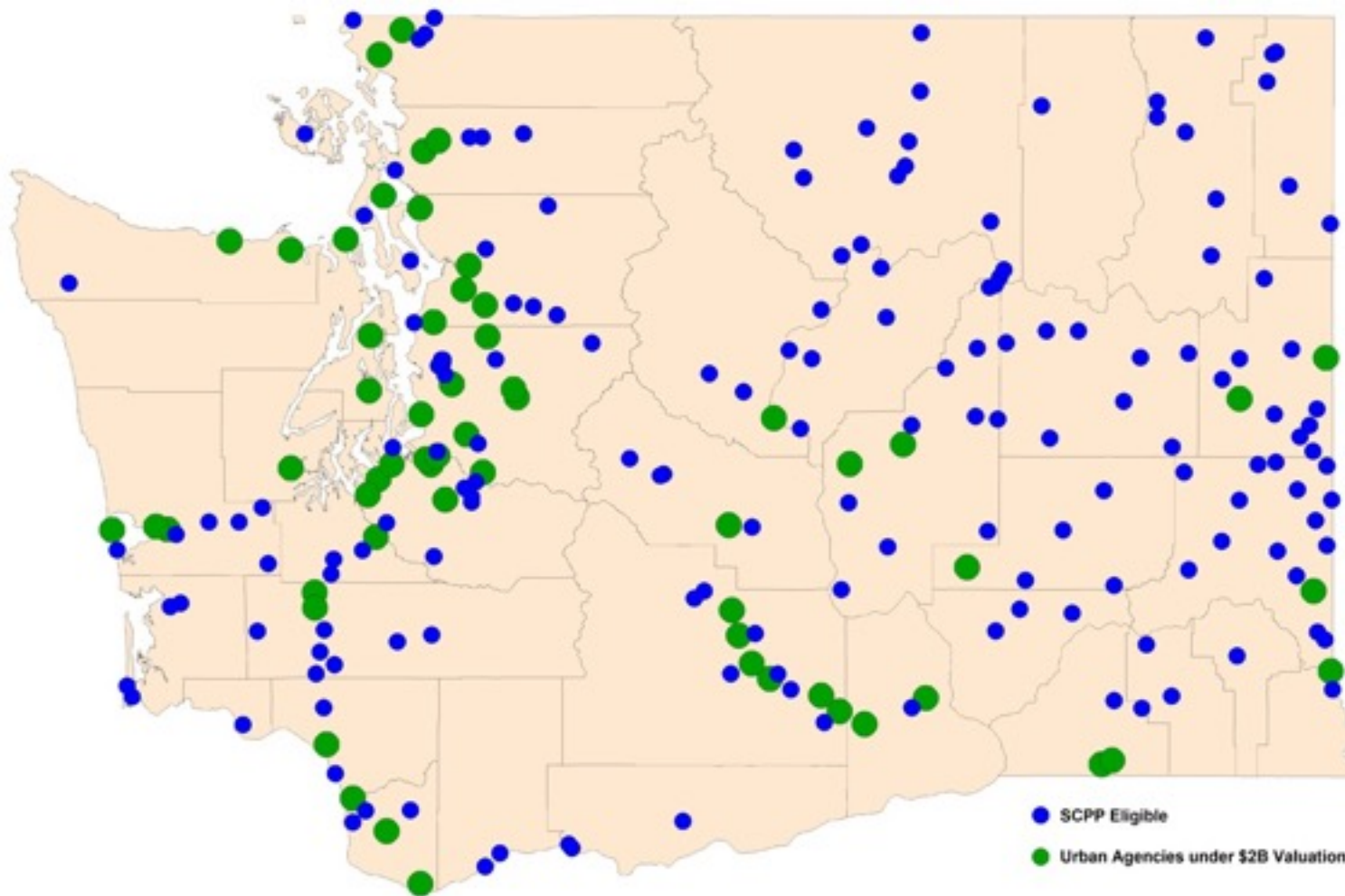
- Paving and sealing small city streets
- Repairing small city sidewalks
- Paving medium city arterials
- Paving and repairing former state highways

TIB also provides grants for arterial construction in all cities and urban counties.



165 small cities
65 medium cities

70,000 sq. miles





TIB Preservation Funding

\$10.7 million in current TIB Pavers (69 Projects)

- 2013 Small City Preservation Awards (20)
- 2013 Arterial Preservation Awards (21)

\$218 million in current TIB Construction (224)

- 2013 New Construction Awards (82)

Principal Sources of Preservation Funding

39 Counties

281 Cities

Direct Distribution of Motor Fuel Tax

Unincorporated Road Levy

General Fund

County Road
Administration Board

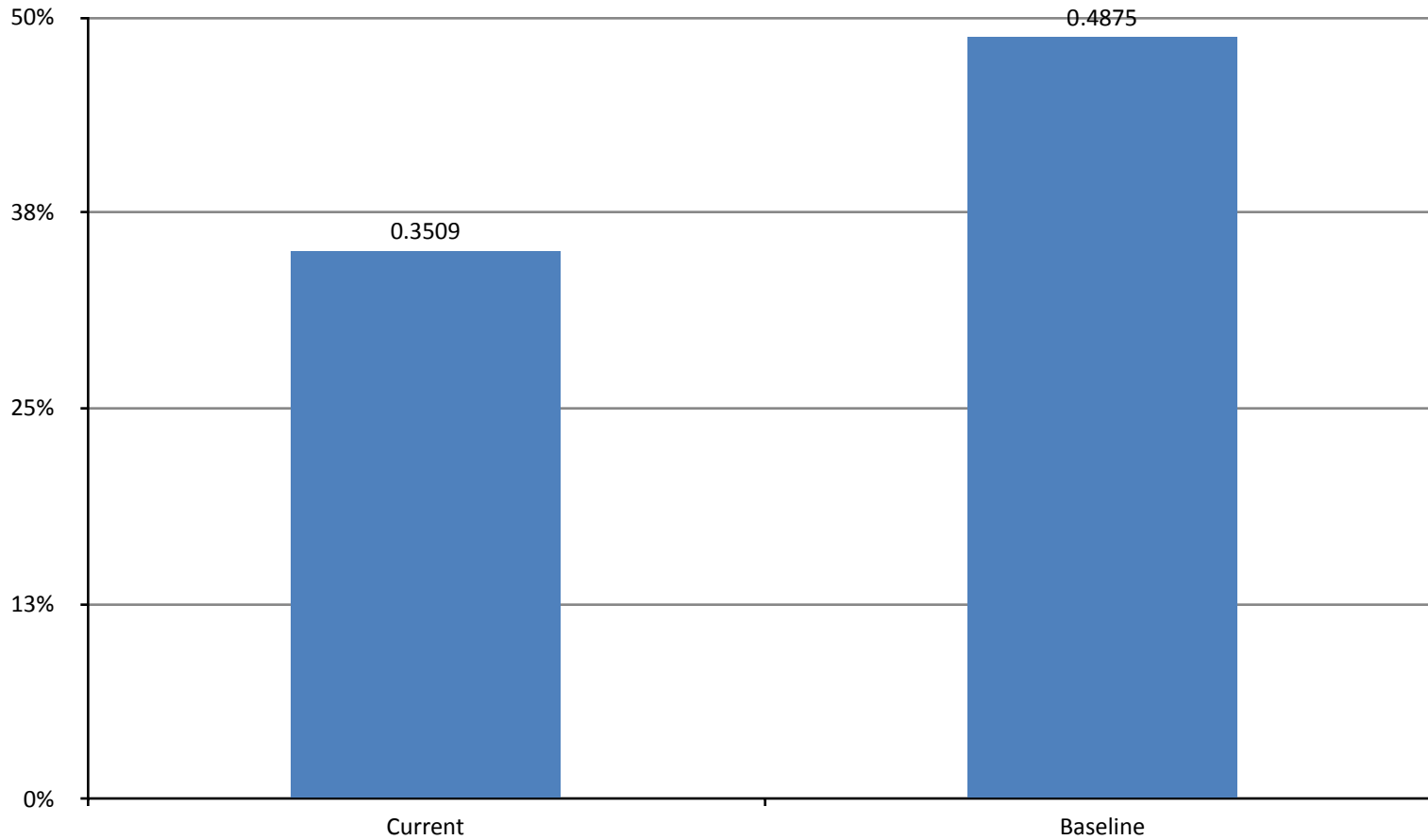
Transportation
Improvement Board

Federal Funds via
Metropolitan Planning Organizations

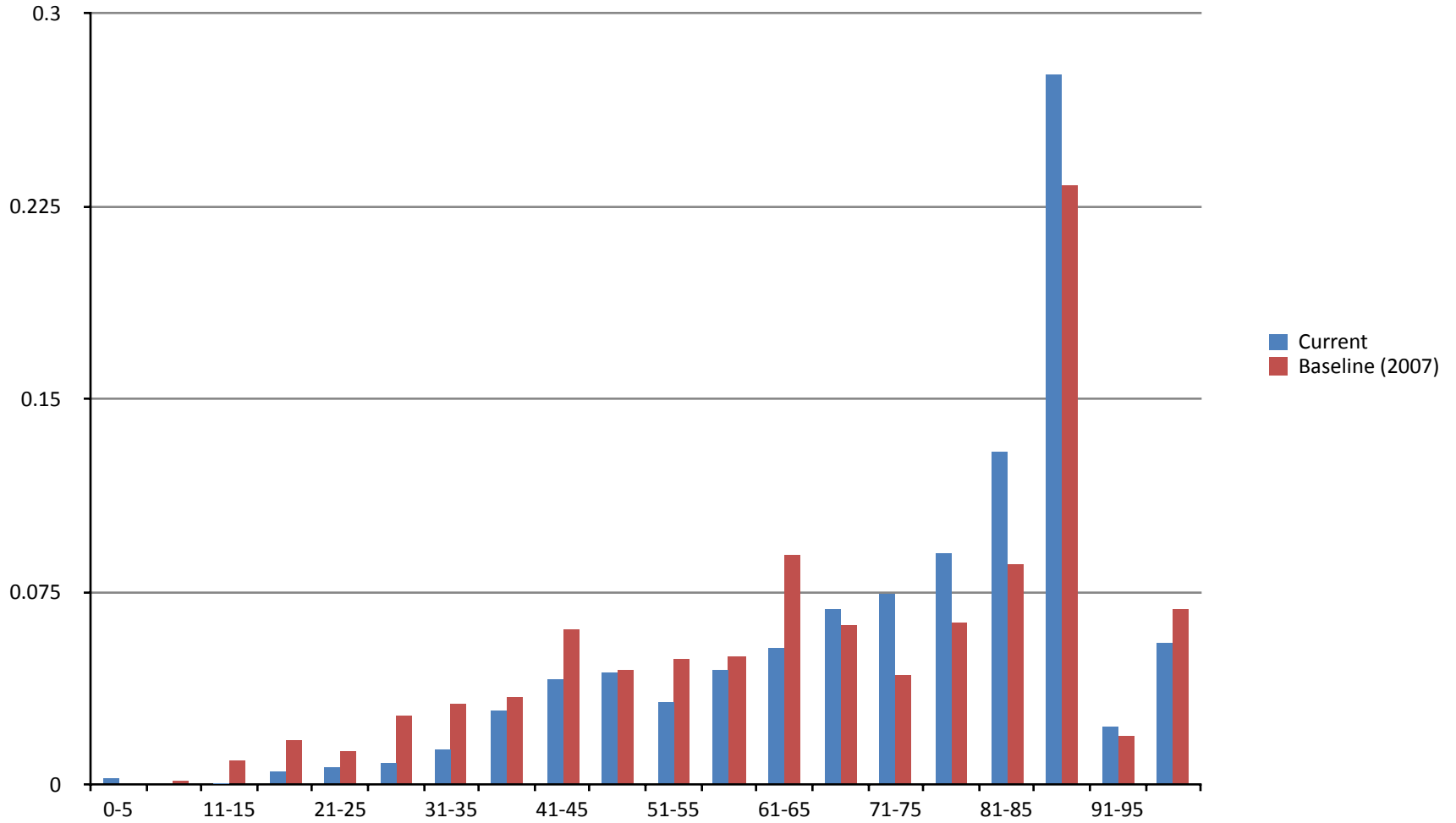
Investments guided by performance outcomes

- Statewide average above 70 PCR
- All countywide averages above 70 PCR
- All small cities above 70 PCR
- Worst first emphasis

Percent of Miles with PCR less than 70



35% of Miles in Need



Pushing Streets Right

Statewide Portfolio Red Towns

Small City Street Maintenance - Average PCR Scores by County

Statewide Average PCR **73.9**
 Rated Miles of Roadway **1,545.6**



Maintenance Priorities

Cities	Soap Lake	52.2	Twisp	52.6	Sprague	53.1	Leavenworth	53.5	Springdale	54.3
Counties	Stevens	65.5	Pacific	66.1	Columbia	67.2	Okanogan	67.9	Pend Oreille	68.8

[PCR Score Overview](#)

[Maintenance Overview](#)

[SCPP Improvements Overview](#)

[Mapping Status](#)

[Field Review Schedule](#)

[Rating Keys](#)

Needs Arc

100%
Need

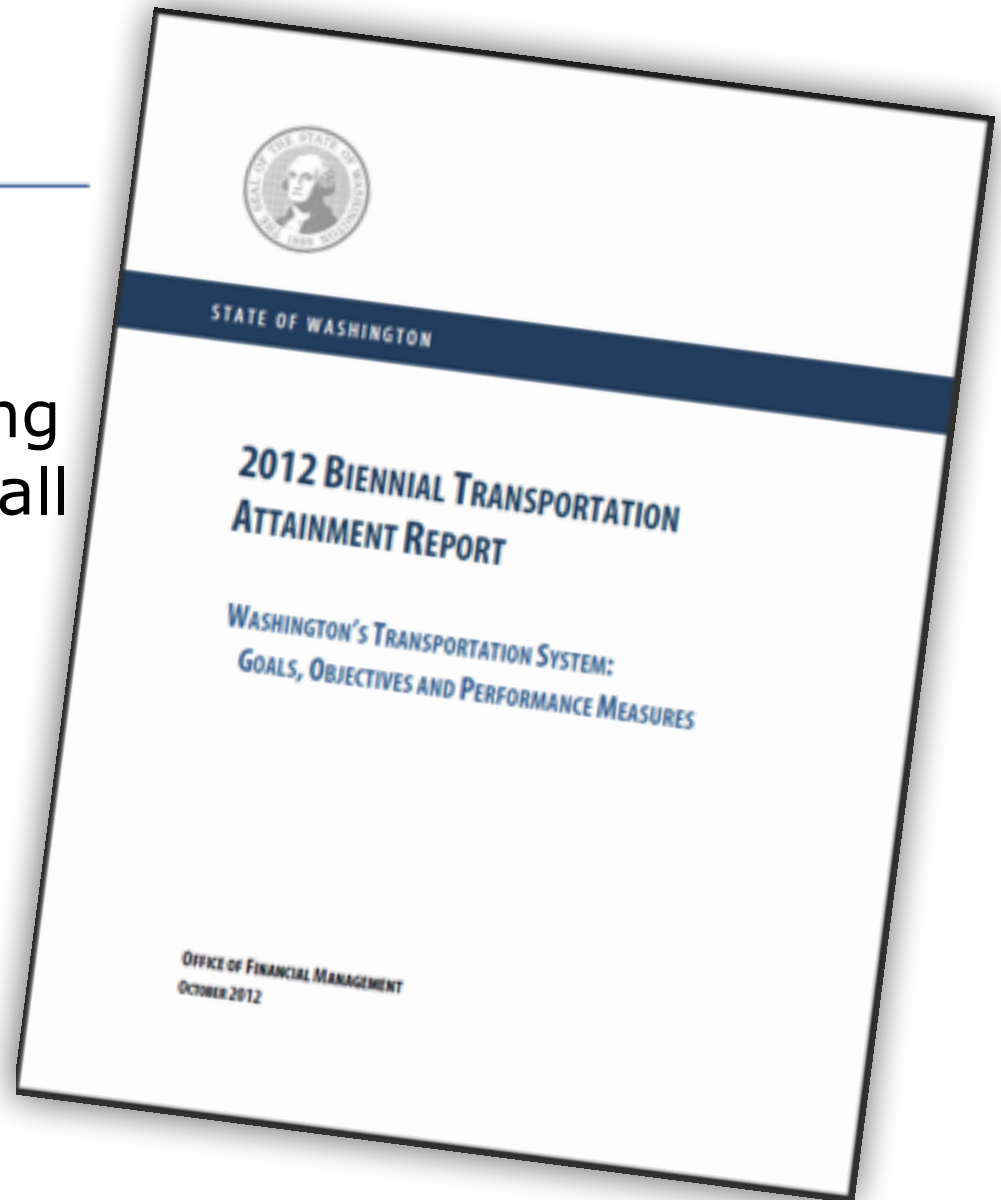
<u>Most Need</u>	<u>Moderate Need</u>	<u>Low Need</u>
<ul style="list-style-type: none">• Soap Lake• Sprague	<ul style="list-style-type: none">• Kittitas	<ul style="list-style-type: none">• Medina• Yarrow Point• St. John• Beau Arts
Mattawa	Mattawa	
“Worst First”		

0%
Need

Push to the Right



“Road pavement condition, while still good or fair, is declining in all areas except small cities.”





Small City Program

Process Improvement Initiative



GOAL:

Establish and maintain the integrity of small city street infrastructure in a cost efficient manner

Problem Statement

- Money wags the dog
 - Available funding constrains scope
 - Customer self-directs treatment type
 - Program structure incentivizes reconstruction
- Competitive process trumps efficiency
 - Applicants determine projects one at-a-time
 - Missed opportunity to lower implementation cost
 - Limits holistic approach
 - Slows progress to goal



What outcome do we want?

- Quality long-lasting surface
- Appropriate base structure for loadings
- Utility integrity
- Appropriate environmental quality
- Sidewalk on one side of arterials
- Improved value

Guiding Principles

- Elevate importance of cost efficiency
- Take a holistic, multi-year view
- Maximize coordination of funding sources
- Encourage investment readiness
 - Prioritized needs
 - Utility condition addressed
 - Funding maximized
 - Coordinated implementation across projects

Guiding Principles

- Ensure the 3 Rights
 - Right treatment
 - Right street
 - Right time
- Expand successful use of more treatment types
 - Only reconstruct when need is established
 - Expand preservation treatments
 - Increase reuse
 - Increase low cost based stabilization
- Push them to the right in the needs arc

Transportation Improvement Board

Contact



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