

Washington State Transportation Improvement Board

Address: PO Box 0901
Olympia, WA 98504
Website: <http://www.tib.wa.gov>

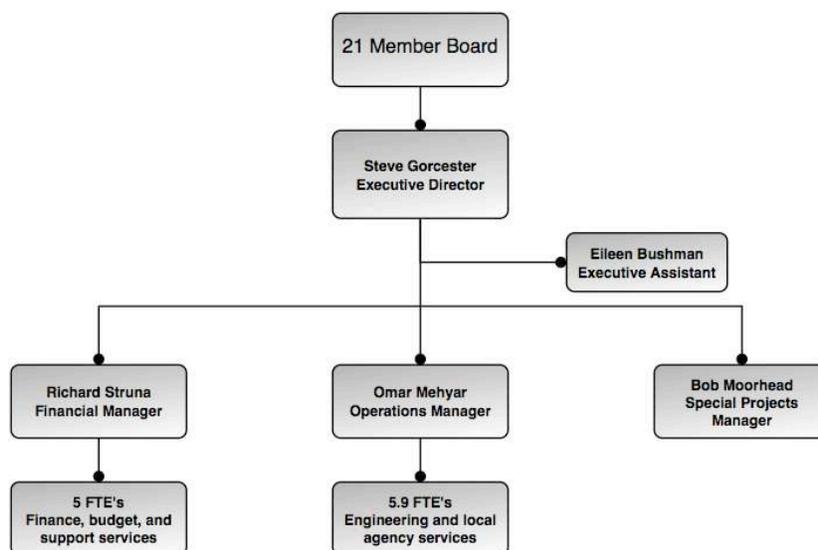
Contact: Steve Gorcester
Executive Director
(360) 586-1139

Agency Responsibilities

- Provide state funding for local agency transportation projects using a criteria driven rating system developed by the Board
- Review petitions for additions or deletions from the state highway system. Recommendations are forwarded to the Legislative Transportation Committee.

Statutory authority and powers for the Transportation Improvement Board are provided for in the Laws of 1988, Chapter 167, RCW 47.26, and RCW 47.66. The Transportation Improvement Board is organized under provisions of RCW 47.26.121 for the purpose of implementing and administering a program of financial assistance to cities, counties, and transportation benefit districts for transportation improvement. TIB's statutory authority and powers were amended by the 1995 Legislature to include the duties of the Multimodal Board.

Organization Chart and Budget



Program	Budget	Source
Arterial Improvement Program (AIP) - The intent of the AIP is to improve the safety, mobility, and physical characteristics of the state's urban arterial street system.	\$81.3 million per biennium	Urban Arterial Trust Account (7.5597% of MVFT)
Small City Program (SCP) - Established by the legislature in 1994 to preserve and improve the roadway systems of cities and towns with a population less than five thousand.	\$16.6 million per biennium	
City Hardship Assistance Program (CHAP) - Established by the legislature in 1991 to offset costs for state highways transferred to cities with a population of 20,000 or less.	\$1.5 million per biennium	

Pedestrian Safety and Mobility Program (PSMP) – Established by the legislature to provide funding for pedestrian projects that improve safety, provide access, and address system continuity/connectivity.	\$5.2 million per biennium	
Transportation Partnership Program (TPP) - Projects must be attributable to congestion caused by economic development or growth, consistent with state, regional, and local transportation plans and partially funded by local contributions.	\$102 million per biennium	Transportation Improvement Account (5.6739% of the MVFT)

The Transportation Improvement Board (TIB) is directed by a 21 member board composed of six city members, five county members, two Washington State Department of Transportation (WSDOT) members, two transit representatives, a County Road Administration Board (CRAB) representative, a private sector representative, a ports representative, a Governor appointee, a non-motorized transportation representative and a special needs transportation representative. The WSDOT Secretary of Transportation appoints the board members with the exception of the Governor appointee. The Board meets six times a years in locations throughout the state.

Most Pressing Issues or Challenges Facing the TIB

- The growing costs associated with constructing projects – Transportation funding sources are faced with the rapidly increasing costs of steel and oil. The cost for asphalt has increased because of the volatile crude oil prices. The worldwide increase in the demand for steel has caused some types of steel to double in cost. The cost of constructing a transportation project is out pacing the revenue available for construction projects.
- Local agency match - local agencies do not have the financial resources necessary to support transportation infrastructure projects. The “Nickel Package” approved by the 2003 Legislature provided support for the state’s highway system, but neglected to provide support for local agency transportation projects. An improvement to the highway system without corresponding improvement to the local system moves the chokepoints into communities that are financially ill-equipped to make improvements.
- Soft revenue – The September 2004 transportation revenue forecast recently released by the Transportation Revenue Forecast Council forecasts a 2.4% decline in TIB revenue over the forecast released in June 2004. This significant decline in revenue forecast comes after a slight increase reported in the June 2004 forecast. The volatility of the revenue forecast impacts the development of long-range transportation programs.
- Provide funding for small city paving program– The revenue received by the state’s smallest communities is insufficient for keeping up with routine maintenance needs. TIB would like to:
 - Develop the ability to assist small cities when the cities find opportunities to gain the “economies of scale” by tying into larger nearby projects.
 - Offer grants to small cities through a paving program.

Please contact TIB’s Executive Director, Steve Gorcester with questions regarding the issues facing the TIB. Steve can be reached by telephone at (360) 586-1139 or by e-mail at <mailto:SteveG@tib.wa.gov>.

Board Member Listing by Board Position

TRANSPORTATION IMPROVEMENT BOARD (TS123)

Agency 405 - Department of Transportation	Senate Conf. N	Positions: Maximum 018
Authority Governor	Public Disc. N	Minimum
Authoriztn. RCW 47.26.121	Term Length 048	Actual 018
Rem. Auth. GC	Meetings/Yr. Un	

Pos. #	Name and Address	Status	Race	Appointed	Expires
001	Yu, Theo POB 43113 Olympia, WA 98504	A	AP	10/01/2003	06/30/2006
		Terms Served	01		
		Position	a member		
		Comments	Appointed by Governor		