Transportation Improvement Board:
Overview, Year 2020, and Looking Ahead

Washington State Transportation Commission
Ashley Probart, Executive Director
January 20, 2021
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.

**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.

**TIB Mission**

The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.
49.4-CENT GAS TAX DISTRIBUTION

- Motor Vehicle Account, 10.21
- Transportation Partnership Account, 8.5
- Special Category C, 0.75
- Counties, 4.92
- Cities, 2.96
- Ferries, 1.08
- CRAB, 1.03
- Connecting Washington, 11.9
- 2003 Transportation (Nickel) Account, 5
- TIB, 3.04

TIB share of state gas tax distribution
Transportation Improvement Board Funding:

Codified:
• State Gas Tax: $213M/biennium (before C-19)
• Electric Vehicle Fee: $300,000/biennium

Connecting Washington—Not Codified
• Gas Tax: $9.7M/biennium
• Complete Streets Program: $14.67M/biennium
Annual Funding Cycle

- May: Board adopts program sizes
- June: TIB call for projects
- July: Applications due to TIB
- August: TIB application evaluation
- September: TIB application evaluation
- October: Board selects projects
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 is the lifeline for small city funding. 20% of TIB funding.
2020 Revenue

- COVID Stay Home gas consumption effects
- Possible long term behavior changes
- Legislative revenue reduction (I-976)

Down @$17-20 million in revenue
Expense Effects:

- “Run on the bank”- unprecedented local construction
- $26 Million behind on payments-typical revenue is $8M/month.
- January to May should be a time for building cash to pay in the fall/winter-current fund balance is @$500,000 and should be $10-$20M.
Annual TIB Grant Reimbursements

Four year Average: $114 M

2016: $95 M
2017: $127 M
2018: $127 M
2019: $107 M
2020 Year to Date: $135 M

FUND BALANCE
Board/Staff Cash Flow Actions:

– Reduced Program call size: $100M $59M (71 instead of 100+ projects selected)
  • Urban sidewalk program suspended
  • Small City sidewalk program suspended

– Complete Streets Program Suspended
  • Delayed 7 Arterial Preservation Projects-2021
  • June 15 forward: Limited projects that went to bid/high cash burn in 2020—will now bid in 2021
Board/Staff Customer Payment Strategies:

– Most small city invoices are paid in full
– Every city/county receives at least a partial payment.
– Individually working with cities/counties with multiple projects and/or large grant awards:
  • Billing deferrals
  • Payment plans
<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>Current Amount Owed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bainbridge Island</td>
<td>Wyatt Way</td>
<td>$198,879.25</td>
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<tr>
<td>Bellevue</td>
<td>NE Spring Boulevard, Zone 2</td>
<td>$2,804,871.50</td>
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<tr>
<td>Bellevue</td>
<td>124th Avenue NE</td>
<td>$4,022,122.37</td>
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<tr>
<td>Camas</td>
<td>NE Everett Street (SR 500)</td>
<td>$1,198,219.16</td>
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<td>Everett</td>
<td>Rucker Avenue</td>
<td>$963,474.64</td>
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<tr>
<td>Fife</td>
<td>Port of Tacoma Road Interchange with I-5</td>
<td>$1,726,248.43</td>
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<tr>
<td>Kenmore</td>
<td>68th Avenue NE Bridge</td>
<td>$1,383,151.01</td>
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<tr>
<td>Kent</td>
<td>S 228th Street Railroad Grade Separation</td>
<td>$594,393.19</td>
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<td>Kent</td>
<td>S 224th Street</td>
<td>$378,541.87</td>
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<td>Kent</td>
<td>76th Avenue S</td>
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<td>Kirkland</td>
<td>Totem Lake Boulevard</td>
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<td>20th Street SE</td>
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<td>Mountlake Terrace</td>
<td>236th Street SW</td>
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<td>Quincy</td>
<td>F Street SW (SR 28)</td>
<td>$285,954.15</td>
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<td>Sammamish</td>
<td>SE 4th Street</td>
<td>$291,381.88</td>
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<td>Seattle</td>
<td>Fairview Avenue E</td>
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<td>Shoreline</td>
<td>Westminster Way N</td>
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<tr>
<td>Sumner</td>
<td>Traffic Avenue</td>
<td>$956,586.04</td>
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<tr>
<td>Tacoma</td>
<td>East 64th Street</td>
<td>$625,562.15</td>
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Transportation Improvement Board request:

• (Second) Supplemental Budget Request: @$20M
  • $4.7M: Reinstate I-976 budget reduction
  • $15M: Additional funding to reimburse customers.

• Support the Governor’s 2021-23 budget proposal:
  • Reinstated “suspended” I-976 revenues:
    • Complete Streets Program- $14.67M
    • Connecting Washington funding-$9.67M