



**Washington State
Department of Transportation**

WSDOT Local Programs

Serving our local agencies in Washington for over 70 years

Summer 2017

2017-19 State Transportation Budget

The Governor recently signed the Transportation Budget. A summary of Local Programs biennium funding identifies:

- Over \$18 million in new local projects
- Over \$137 million in Connecting Washington projects including the Tiered Pedestrian & Bike Projects
- Over \$19 million in new Safe Routes to School projects
- Over \$18 million in new Pedestrian & Bicycle Safety projects
- Over \$43 million for new National Highway Freight Program projects

Funding is also provided to supplement ferry operations in Pierce, Skagit, Whatcom and Wahkiakum counties. In addition, \$132,000 is available for safety priorities related to regulating the use of off-road vehicles. Local agencies should expect to see the various project award letters in the next week.

National Highway Freight Program (NHFP)

Working through MPOs/RTPOs across the state, WSDOT initiated a call for freight projects in 2016, which culminated in a tiered freight project list that was submitted to OFM and the Legislature. The Legislature provided WSDOT with additional direction to validate the projects on the list in the 2017-19 Transportation Budget (ESB 5096, Sec. 311(5)). The federal funding available in the 2017-19 biennium directly relates to the federal fiscal year (FFY) 2018 and FFY 2019 NHFP funds.

Continuing to work with the Washington State Freight Advisory Committee, WSDOT is implementing a two-stage validation process in order to validate freight benefits of projects and meet the short FFY 2018 National Highway Freight Program obligation and construction project windows. The first stage of this two-stage approach seeks additional project information from the freight project sponsors by June 20, 2017. This will allow the Department to move quickly in Stage 1 to award the FFY 2018 NHFP funds to projects that are ready for construction this season. WSDOT will then use Stage 2 to improve the validation process as part of the required 2017 update of the federally-compliant Freight Mobility Plan. WSDOT will continue to work with the WAFAC as the freight project validation process advances. For questions, please contact [Ron Pate](mailto:RonPate@wsdot.wa.gov) at PateRD@wsdot.wa.gov or [Jason Beloso](mailto:JasonBeloso@wsdot.wa.gov) at BelosoJ@wsdot.wa.gov.

FFY 2017 Allocations & Program Delivery

From the recommendations of the Governor's FAST Act Advisory group the Metropolitan Planning Organizations (MPOs) and County Lead Agencies met over the winter to review and revise the STP allocations to a formula driven approach due to the passage of a long-term Act.

From the options considered – the consensus for allocating the 2017 – 2020 FAST STP funds is as follows:

- Over 200,000 population – Distributed based on 2010 Census data as required.
- Under 200,000 – 5,000 population – Distributed based on 2010 Census data for these population areas.
- Under 5,000 population – Distributed based on rural lane miles.
- Flexible –
 - ✓ Distributed based on 75 percent population/25 percent total county lane miles
 - ✓ Local Programs administration costs will be decreased from the initial allocations based on a proportional share of the total allocation for each entity.

Recently, Congress passed legislation fully funding FFY 2017 as detailed in FAST. We are awaiting the final numbers from FHWA so that we can provide the final 2017 allocations to the planning organizations and County Lead Agencies. To ensure delivery of the local federal program, WSDOT has provided estimated allocations and explained that it is the expectation that everyone deliver up to their allocation.

As of the end of May, local agencies have authorized approximately 57 percent of the local federal program, which is behind previous years. Many public works resources were diverted to ensure public safety due to the weather that has resulted in slides, roadway washouts, and undermining of bridges.

The additional transparency and accountability put in place through the Local Agency Federal Obligation Authority (OA) Policy continues to highlight the need for Local Agencies to focus on delivery as resources and funding continue to be limited. Additional information can be found on the Local Programs website: www.wsdot.wa.gov/localprograms/. WSDOT encourages all of you to contact your respective MPO/RTPO or Gary Rowe of WSACE, GRowe@wacounties.org to understand how you contributed to meeting the goal.

Automated – Disadvantaged Business Enterprise (DBE) Reporting

WSDOT is currently configuring its new diversity software package called B2GNOW. B2GNOW will automate and manage DBE information more efficiently and improve reporting capabilities. Upon full implementation of the software, the requirement for monthly DBE reporting by the local agency will no longer be necessary on new projects.

A new DBE reporting specification is under development requiring all contractors and consultants to report DBE information directly into this online tracking system. Deployment is expected this summer.

Also, Local Programs will pilot B2GNOW with several agencies to learn any best practices. Prior to deployment of the software, we will provide statewide training for all local agencies.

Commercially Useful Function (CUF) Reviews

As the Disadvantaged Business Enterprise (DBE) program continues to be an emphasis area, it is important to note that meeting the DBE goal is only one component of program compliance. Many times, a “commercially useful function (CUF) review” is performed during the time that a DBE is performing work on a construction or consultant project. Typically, these reviews carry a very limited cost that is charged against the state line of the Local Agency Agreement. It is difficult to predict what these will actually cost because these reviews can also involve responding to DBE concerns and any subsequent investigations.

Local Programs continues to collaborate with the Office of Equal Opportunity (OEO) to minimize these costs to local agency projects. However, it is essential that agencies recognize these potential costs when setting up their Local Agency agreements.

2017 FHWA Declared Emergency

As most of you know, we have had a series of severe storms this winter and spring. The Governor proclaimed several state of emergency’s due to damages on both the state and local systems that exceeds over \$15 million. The FHWA declaration starts January 30th – April 3rd.

Documentation is essential to ensuring federal participation for performance of emergency operations, including emergency repairs to the roadways and any detour routes on federally eligible roadways to restore essential traffic, protect the remaining facilities, and reduce the extent of damage. As a reminder, FHWA participation in negotiated force account contracts requires the inclusion of all federal requirements such as: FHWA 1273, federal wage rates, Buy America, Title VI, etc. Due to timing, agencies may need to change order these federal requirements into their emergency contracts after work has started.

Also, FHWA participation for emergency work the first 180 days (thru July 28th) is available at 100 percent. FHWA participation for permanent work is at 86.5 percent, regardless of when the work occurs.

Standard Specifications – Electronic Only

Local programs continues to coordinate with WSDOT’s HQ Construction office to minimize impacts associated with eliminating printed copies of the Standard Specifications (M41-10). It is anticipated that by 2018, WSDOT will no longer print the Standard Specifications entirely and instead rely on its electronic version on the Construction office’s website:

<http://www.wsdot.wa.gov/Publications/Manuals/M41-10.htm>.

As part of this transition, WSDOT is working to implement some type of “fulfillment center” that will have printed copies available for sale for those agencies that wish to continue to use the printed copies. Our goal is to make this transition as seamless as possible. Comments, concerns, or ideas are welcome, and can be directed towards Local Programs or HQ Construction.

Funding Updates

Railway-Highway Crossings (Section 130) – \$12 million (Federal Funds)

The Railway-Highway Crossings (Section 130) federal funding program is for all public crossings including roadways, bike trails, and pedestrian paths. Local agencies with public crossings are encouraged to apply. The program funding dedicates: 50 percent to the installation of protective devices and the remaining funds are used for hazard elimination. Further details on the Railway-Highway Crossing is available in the Local Agency Guidelines (LAG) manual Chapter 32.

Applications are due **August 4, 2017**. An advisory group will be convened to evaluate the proposals and provide recommendations to the Local Programs Director. Final selections will be announced this winter 2017.

2017 National Highway System (NHS) Asset Management Program – \$30-40 million (Federal Funds)

The objective of the program is to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway. To meet this objective, the program will evaluate an agency's use of pavement management strategies and an agency's level of investment to preserve and maintain their roadway system. Therefore, focusing on cost-effectiveness, emphasizing pavement rehabilitation over reconstruction.

WSDOT received 44 applications, requesting approximately \$80 million. We are currently reviewing the applications for eligibility. An advisory group will be convened to evaluate the proposals and provide recommendations to the Local Programs Director. Final selections will be announced this summer.

2017 County Safety Program – \$25 million (Federal Funds)

The goal of the Federal Highway Safety Improvement Program (HSIP) is to reduce fatal and serious injury crashes in accordance with our state's efforts to achieve Target Zero. The ongoing focus of the program is to address safety by using a risk-based approach, deploying systemic safety improvements across as much of the county road network as possible. The county program requires the development, an update, or the continuation of a Local Road Safety Plan by each county that applied for funds.

WSDOT received 31 applications, requesting approximately \$50 million. WSDOT will conduct site visits with the counties, as needed. Final selections will be announced this fall.

Bridge Call for Projects Results – \$60 million (Federal Funds)

A local agency bridge call for projects was completed in May 2017. Local Programs received 81 applications requesting approximately \$200 million. We will be reviewing the project submittals and coordinating with owner agencies over the summer. The local bridge committee is expected to meet this Fall, with final selections announce this winter.

Washington State Transportation Innovation Council (STIC)

As part of the FHWA's Every Day Counts (EDC) initiatives, each state has been asked to form a State Transportation Innovation Council (STIC). This multi-agency team, co-chaired by FHWA and WSDOT, leads state efforts in transportation innovation. Membership on the STIC includes WSDOT, FHWA, Washington State Association of Counties, Association of Washington Cities, APWA, University of Washington, Washington State University, Washington Asphalt Paving Association, the state Tribal Technical Assistance Program, and the state Local Technical Assistance Program (LTAP).

The primary purpose of the STIC team is to identify new state innovations to fund and promote. FHWA provides \$100,000 to each state, every year to fund innovations identified by the STIC. Any local agency, state agency, or tribe is able to submit ideas to the STIC for funding. Local Agency innovation suggestions for funding should be submitted to Local Programs or one of the other STIC representative organizations.

Another funding opportunity available through the STIC is the Accelerated Innovation Deployment (AID) program. Annually, this program provides up to \$1 million for a state project and \$1 million for a local agency project. Local agency innovative project proposals must be submitted to Local Programs for final submittal to FHWA.

New Active Transportation Division

Charlotte Claybrooke and Ed Spilker have moved from Local Programs to help form a new Active Transportation Division for WSDOT. They will be working for Barb Chamberlain, the recently appointed Active Transportation Division Director. The new Division will work to embed biking and walking in all our processes, plans, and projects so that active transportation is fully integrated and valued throughout WSDOT and statewide. In addition to coordinating agency-wide work, staff will continue to provide technical assistance and prioritization for bicycle and pedestrian improvements to public agencies. This will include administration of the Pedestrian and Bicycle Program and Safe Routes to School Program "call for projects" and application prioritization process. Region Local Programs Engineers will continue to oversee the completion of the awarded projects for the two programs. Local Programs and the Active Transportation Division staff will work closely together to provide a seamless transition. Contact information and website links have not changed; watch for future web presence to be established for the new Division.

Connecting Washington Project Signs

As more local agency Connecting Washington projects move forward, questions have been raised regarding highlighting regional/local projects that are scheduled for delivery in the future. The Governor's Office's intent of these signs is to let the public know where Connecting Washington dollars are being invested. As your projects move forward, please use the following guidance for Connecting Washington signs.

Pre-Construction Project Signs

Consider installing Connecting Washington Signs as the design effort is beginning or as the public interest in a project grows to where the signage is requested and will be beneficial.

1. To merit this type of sign:
 - a. Project cost should be \$10 million or more
 - b. Project should be within six years of construction
 - c. Use on projects where construction will last six months or more
2. Actual size of signage can vary and may need to be adjusted in order to fit within right of way available at the physical location of the sign.
3. Signs should be placed within the footprint of a Connecting Washington project.
4. Unless Connecting Washington funding is currently available, alternative funding source will need to be identified.
5. Use the WSDOT developed design, for Connecting Washington projects pre-construction project signs. (Contact Region Local Programs Engineer for example.)

Connecting Washington Project Identification Signs

Signage should be considered on all Connecting Washington projects meeting the criteria below.

1. To merit this type of sign:
 - a. Project cost should be \$10 million or more
 - b. Use on projects where the construction will last six months or more
2. Remove Connecting Washington pre-construction project signs, if necessary.
3. Actual size of signage can vary and may need to be adjusted in order to fit within right of way available at the physical location of the sign.
4. The full size (12 foot width) Project Identification sign shall be mounted on two pressure treated 6X8 timber posts. For Project Identification, signs less than 12 feet in width shall be mounted on two or three pressure treated timber posts, dependent upon total square footage.
5. Connecting Washington project identification signs are to be included in the contract plans as a Class A construction sign, or a requirement in the RFP for design-build projects.
6. Use the WSDOT developed design for Connecting Washington project identification signs. (Contact Region Local Programs Engineer for example.)

For More Information

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