



Washington State
Department of Transportation

WSDOT Local Programs

Serving our local agencies in Washington for over 70 years

Fall 2018

2018 Awards of Excellence

The Awards of Excellence program is a collaborative effort between WSDOT Local Programs and FHWA to formally recognize Local Agency projects that have achieved excellence in innovative practical design and construction, environmental sustainability, and community engagement. The award categories are Best City Project, Best County Project, Best Special Project, and the Director's Award. The following projects were selected for the 2018 Awards of Excellence.

Best City Project – City of Sedro-Woolley, Jameson Arterial Extension to SR9

Sedro-Woolley's Jameson Arterial Extension project constructed a new multi-modal arterial and roundabout connecting Jameson to Rhodes Road. The City partnership resulted in the donation of the right of way to realign Jameson Street and provide a safer and more convenient access for east/west traffic. Funding for this project included federal, state, and local funds.



Best County Project – Whatcom County, Potter Road/South Fork Nooksack River Bridge #148 Replacement

Whatcom County's Potter Road project replaced the 1927 steel truss and load posted bridge with a multi-modal reinforced concrete bridge. The practical solutions from the contractor, who provided an alternative work access plan, reducing disruption to the fish and their habitat, saving money, and shortening the schedule. Funding was provided by federal and local sources.



Best Special Project – City of Tacoma, Prairie Line Trail – Phase 1

Tacoma's Prairie Line Trail project is a conversion of the historic Prairie Line railroad corridor into a signature public space, incorporating a multi-use trail, historic interpretation, public art, linear park, and green infrastructure features, connecting the University of Washington-Tacoma campus to the Thea Foss Waterfront. Funding for this first phase was provided by federal, state, and local funds.



Director's Award – City of Duvall, Main Street South

Duvall's Main Street Safety Improvement project reconstructs SR 203 into a multimodal "main street" for pedestrians, bicyclists, and vehicles. This final piece links the City's downtown commercial core, creating a cohesive, safe, and inviting place to visit and do business. Funding for this project came from federal, state, and local sources.



2019-21 State Transportation Budget

WSDOT submitted its 2019-20 agency budget request to the Governor's Office for consideration on September 10, 2018.

Several decision packages supported multimodal, least-cost improvements in targeted corridors. The packages also included the resource requirements to lay the groundwork for similar multimodal practical solutions on a statewide scale. Other requests addressed pressing needs in areas such as emerging technologies, workforce development, maintaining ferry service reliability and sustaining state support for Regional Transportation Planning Organizations (RTPOs).

The Governor's Office and OFM will use our budget request to inform and develop the Governor's Proposed Budget due to be released in December.

OFM has made all state agency requests available publicly at the following web portal:

https://abr.ofm.wa.gov/budget/agency/requests?utm_medium=email&utm_source=govdelivery.

To see WSDOT's proposal, select agency '405 – Department of Transportation' from the drop-down menu.

Local Federal Program Delivery

FFY 2018 Local Federal program delivery was challenging. Local agencies had a target to deliver over \$236 million, and at the beginning of August over \$50 million remained available. Thankfully, the local portion of FHWA funds were obligated in full by the end of September, meeting the target for the sixth year. In addition, Washington State received \$73.5 million of redistributed OA from other states, which allowed WSDOT to advance projects that were anticipated for FFY 2019.

It is especially important that all local agencies review their program of federal projects and coordinate with WSDOT, MPOs, and County lead agencies on the status of their respective projects to ensure all are aware of the requirements to obligate FHWA funds. As a reminder, the local federal bridge, safety, and NHS asset management projects previously selected are a significant part of the local federal delivery plan.

The transparency and accountability put in place through the Local Agency Federal 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 <http://www.wsdot.wa.gov/localprograms.htm>. Please contact your respective MPO/RTPO or Jane Wall of WSAC to understand how you contribute to meeting the goal.

FFY 2019 Allocations

Congress passed a three-month Continuing Resolution (CR) thru December 7th, to provide additional time to finalize legislation for FFY 2019. Timing and assurances on funding is critical as many transportation projects are being advertised for spring construction and it is essential that the government be operational to ensure contractors and projects are not stalled and/or stopped due to lack of funding. Draft FFY 2019 allocations for the FHWA programs (e.g., STBG, CMAQ and TA) are anticipated to be available later this month.

Funding Updates

- City Safety Program (~\$25 million) – WSDOT is in the process of evaluating the applications received. The goal of this federal safety program is to reduce fatal and serious injury crashes in accordance with our state’s efforts to achieve Target Zero. The program continues to focus both on spot location improvements and more widespread systemic improvements. WSDOT received 66 applications requesting \$83 million. Final selections are anticipated by December 2018.
- County Safety Program (~\$25 million) – In early 2019, a call for projects will be announced. The goal of this program is to reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan that identifies and prioritizes low cost, widespread, risk based projects. Projects can be at intersection(s), mid-block location(s), and/or on corridor(s) throughout a county or over wide areas within a county. Final selections are anticipated by December 2019.
- Safe Routes to School (SRTS) Program – 118 applications were submitted requesting a total of \$81 million. The purpose of the program is to increase the number of children (K-12th grade) walking and biking to school safely. This competitive program is expected to award ~\$21 million for the 2019-2021 biennium.
- Pedestrian and Bicycle Program – 135 applications were submitted requesting a total of \$97 million. The purpose of the program is to reduce driver collisions with pedestrians and bicyclists and increase the number of people who choose to walk and bike. This competitive program is expected to award ~\$20 million for the 2019-2021 biennium.

For SRTS and Ped/Bike Program projects, the final prioritized list will be included in the 2019 WSDOT Legislative Report and posted on the WSDOT website. Award letters will be sent following the end of the legislative session, anticipated in June 2019.

WSDOT Nominations for TIB Complete Streets Program – WSDOT is a nominating partner for the Transportation Improvement Board (TIB) Complete Streets Award Program. WSDOT is taking a different approach this year, and utilizing online information and actual experiences with local governments in our evaluation process. WSDOT will prioritize eligible agencies based on the quality of their ordinance, a demonstrated complete streets practice, and evidence of a WSDOT practical solutions approach. Therefore, local agencies DO NOT need to submit a request to be nominated. For additional information, contact Charlotte Claybrooke, claybrc@wsdot.wa.gov.

WSDOT ADA Transition Plan Approved

On May 11, 2018, FHWA approved WSDOT’s ADA transition plan. In the plan, Local Programs detailed the efforts to date in collaborating with local agencies statewide as they develop their own ADA transition plans. Also, WSDOT’s plan anticipates implementing a deadline for local agencies to have their transition plan in place, to continue to be eligible for federal highway funding. Currently, WSDOT Local Programs and OEO are collaborating to develop how exactly this can be accomplished.

DBE Goal Status

In January 2018, WSDOT implemented a new 19 percent statewide Disadvantaged Business Enterprise (DBE) goal based upon the findings of its 2017 Disparity Study. WSDOT has not met its goal largely due to the existing caucasian women owned DBE waiver. This waiver does not allow contractors and consultants to count caucasian women owned DBE firms toward meeting the condition of award goals. WSDOT requested to repeal this waiver in September 2017, and again in January 2018, as we are still not meeting the 10.3 percent voluntary goal for this group.

Overall, minority owned DBE participation is at 9 percent, slightly higher than would be expected, given the availability (8.7 percent).

WSDOT's DBE goal is based upon the disparity study, which determines the availability of DBE firms by analyzing whether a disparity or difference exists between the number of specified businesses available to participate in contracting opportunities, and those who actually do participate.

WSDOT Multi-Modal Forum

WSDOT continues to promote Practical Solutions in project development and delivery efforts. A multi-modal technical forum is looking at all of WSDOT's technical manuals, used both internally and by others in developing transportation projects. Currently, the group is evaluating all WSDOT's technical manuals to identify and eventually update them providing more flexibility for multi-modal inclusion.

WSDOT Ultra-High-Speed Ground Transportation Study

WSDOT will be studying high-speed connections between Portland, Seattle, and Vancouver BC, with possible travel times of approximately an hour between each city. WSDOT, ODOT, British Columbia, and Microsoft all contributed funding for a more in-depth business case analysis (\$750,000 from WSDOT and \$750,000 combined from other three). The study will look at alignments, general station locations, potential ridership, costs, and financing options.

The vision for such a system originated with the Cascadia Innovation Corridor conference in Vancouver in 2016, and is expected to be completed by July 2019. An Advisory Group composed of representatives from public and private sectors in Washington, British Columbia, and Oregon are providing input. Those interested in receiving email updates can register on the WSDOT website at <http://bit.ly/ultra-high-speed-study> or type "ultra-high-speed" into Search at www.wsdot.wa.gov to reach the page.

WSDOT Innovations & Partnerships Conference – Showing off Local Agency Innovations!

We are looking for bright ideas in technology and innovation to share at the 2018 Innovations & Partnerships Conference on December 3rd at the Greater Tacoma Convention Center. There are 12 tables reserved just for local agencies, providing the opportunity to discuss those bright ideas with our statewide transportation community.

Together it will be great to share and explore how to deliver a 21st Century Transportation System. We look forward to hearing from you!

Innovations and Ideas Competition form can be found at:

<https://www.surveymonkey.com/r/MRMKBSQ>

Learn more about the conference at: <https://www.wsdot.wa.gov/partners/innovations/>

AASHTO's Policy on Geometric Design of Highways and Streets - Green Book

The 7th Edition of AASHTO's Green Book should be available later this month. This update increased emphasis on multimodal travel with a greater emphasis on lower-speed, walkable, urban zones.

The 8th Edition is underway with a visioning workshop being planned for the Sunday before the 2019 TRB conference. For more information please see

<http://apps.trb.org/cmsfeed/trbnetprojectdisplay.asp?projectid=4472> This update will support a data-driven, performance-based design process as described in NCHRP Report 839.

Electronic Standard Specifications Implementation

WSDOT will not be printing the traditional, bound version of the Standard Specifications for Road, Bridge, and Municipal Construction in 2020 and future years. The traditional spec book will be replaced with an electronic version online, as well as a pdf version available as a free download, which can be printed.

Standard Specifications E-book 2020 will be released September 1, 2019 and will be applicable to all projects advertised after that date. This means a consistent spec book for virtually all projects in the 2020 construction season. The 2021 E-book will be released on September 1, 2020 and will be applicable to all projects advertised after September 1, 2021, etc. Stay tuned as details are updated.

For More Information

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