

Background:

In 2015, the Washington State Department of Transportation (WSDOT) prepared the first long-range, detailed delivery plan for the highway construction program covering a six-year period. Previously, the Department prepared a delivery plan that included two years of project detail, which is consistent with the expectations for the development of a biennial budget. The development of a multi-biennial program of projects was the result of the uncertainty surrounding state and federal funding and an effort to increase external communication and to coordinate impacts of the infrastructure investments. The 2016 Project Delivery Plan communicates WSDOT's intentions for specific investments in all the transportation infrastructure modes administered by the Department for state fiscal years 2017 through 2022. The plan includes the following general assumptions and concepts:

- **Over-programming the Roadway Preservation (P1) program** – the Delivery Plan includes over-programmed projects in anticipation of favorable bids, the continued receipt of federal funds redistribution from other states, and as a strategy if other projects are inadvertently delayed due to circumstances outside the Department's control. Over-programming helps ensure we meet legislative delivery expectations and the use of the federal funds made available to Washington State, avoiding having funds redistributed back to other states. This approach also positions WSDOT to be eligible to receive unused funds from other states.
- **Aligns with Legislative direction provide in the last legislatively approved budget** – this plan fully complies with specific budget proviso requirements; however, there are some areas that the Legislature allows WSDOT some discretion in selecting projects. The Delivery Plan is consistent with overall Legislative performance expectations.
- **Basis for WSDOT's 2017-19 Capital Improvement and Preservation Plan** - The projects identified through the development of the six-year plan was the basis for the Department's 2017-19 budget submittal, which also includes additional proposals in program and project delivery for Governor and Legislative consideration (See 2017-19 CIPP for detail).
- **Anticipates increased federal funds from the FAST Act** - The federal funding levels assumed in the delivery plan is based on the Transportation Revenue Forecast Council's (TRFC) June 2016 Federal Forecast and preliminary information based on discussions held during the Governor's Fixing America's Surface Transportation (FAST) workgroup. The FAST workgroup assumed that the entire apportionment associated with the National Highway Freight Program was available for state projects.
- **Provides intent for delivery** – The plan supports the Federal Highway Administration's requirement for the state to program four years of projects in the State Transportation Improvement Program (STIP). By exceeding the STIP requirements, the development of the delivery plan will improve communication and coordination with local governments. It allows for improved planning and timing with regards to project delivery and mitigating traffic disruptions in corridors due to roadway construction.

The 2016 Delivery Plan was prepared with the following funding assumptions:

- State funds from the motor vehicle account are set at the levels in the last enacted budget;
- State funds for Transportation Partnership (TPA) and 2003 Nickel Account are budgeted on the respective TPA and Nickel projects at levels associated with the last enacted budget;
- State funds for Connecting Washington are budgeted on the respective projects and activities

Washington State Department of Transportation
2016 Highway Construction Delivery Plan - Assumptions

as directed by the legislature and listed in the LEAP Transportation Document 2016 NL-1 as developed March 7, 2016. There is no acceleration or re-appropriation assumed for Connecting Washington projects.

- The federal funding levels are based on the June 2016 Federal Forecast and preliminary information from the Governor's FAST Workgroup. There is no assumption on the redistribution or rescission of federal funds.

Target levels for sizing sub-programs and associated project-category investment levels were based on a combination of legislative expectations (expressed in the most recently passed budget) and direction from WSDOT executive management. Projects selected within the individual categories are based on priorities according to the Department's Prioritization Manual, with input from Subject Matter Experts (SMEs) for the various infrastructure assets. Project tradeoff decisions were made by the Department's Executive Leadership Team to achieve greatest legislative performance expectations. Project schedules generally follow the relative priority of the project in the priority array; higher priority projects are scheduled to proceed before lower priority projects.

The 2016 Project Delivery Plan prioritizes projects based on a high-benefit/low-cost philosophy aimed at improving the operating efficiency of the system. As a result, projects included in the plan reflect an incremental, tiered approach to ensure every improvement builds upon previous work and that no work is wasted. This approach separates strategies into three investment tiers to be implemented incrementally to maximize every dollar invested. The three tiers are:

1. Low-cost projects that deliver high return on capital investment and have short delivery schedules.
2. Moderate to higher-cost projects that provide additional benefits for both highways and local roads.
3. Highest-cost projects that deliver long-term solutions and corridor-wide benefits.

The tiered approach addresses the greatest number of needs with the least amount of capital investment. However, the level of available funding is not sufficient to address current needs, which creates a backlog of unfunded needs. Operation and maintenance activities are used to holdover the asset until a capital project can be programmed. Additional information on the relationship between operations, maintenance, and capital investments along with performance and trade-off information is being detailed in the development of the WSDOT Asset Management Plan.

The 2016 Project Delivery Plan is available in three different layouts, by:

1. Legislative budget sub-program structure;
2. WSDOT region; and
3. County.

For more information, contact:

Jay Alexander, Director
Capital Program Development & Management
AlexanJa@wsdot.wa.gov, (360) 705-7121