



Department of Transportation

WSDOT Local Programs

Serving our local agencies in Washington for over 70 years

Summer 2020

2020 Supplemental Transportation Budget

On March 31, Governor Inslee signed the 2020 Supplemental Transportation Budget. The budget included provisions to resume all projects that had been paused. During the 2020 legislative session, the Coronavirus (COVID-19) began to spread. The supplemental budget does not attempt to address unplanned costs associated with the emergency response to the virus or completely address the I-976 impacts beyond the 2019-21 biennium. The Governor's veto message stated: In light of the economic downturn due to COVID-19 pandemic, it may be necessary to delay or eliminate projects.

Also, the Legislature provided new intent language that allows the department to work with OFM to modify solely for proviso amounts through the allotment process. With the project lists totaling to more than the appropriation amounts, this gives the department some flexibility to deliver the projects that are ready to move forward in delivery.

Specific notable changes in Local Programs Capital Program:

- \$66.5 million programmatic reduction for capital project spending underruns. Reduction amount is assumed based on historical underspend trends.
- Includes a \$7.9 million reduction for local projects that are not able to move forward due to local decisions and circumstances.
- Proviso was added that requires the department to convene a stakeholder group to develop a recommendation for a Washington freight advisory committee.

Specific notable changes in Local Programs Operating Program:

- An increase in funding, up to \$450,000, is now available in the Multiuse Roadway Safety Grant Program. For updates and information on the program go to: [Multiuse Roadway Safety Program](#).

Revenue Impacts

As we move forward in trying to understand the economic effects COVID-19 is having on our state's economy, it has become clear that the financial impacts of the pandemic have caused a significant drop in our state's revenue.

In response to this, OFM released a memo on May 13, 2020 directing state agencies to begin planning for immediate operating savings for fiscal year 2021, as well as proposed reductions for their 21-23 biennium budget submittals. For WSDOT, the Budget & Financial Analysis office is leading an effort, working with program directors and regional administrators, to develop cost saving strategies and efficiency options for consideration by executive management.

Connecting Washington Project Reporting

As a reminder, all Connecting Washington projects are required to report the amount expended annually (July 1, 2019 to June 30, 2020) to benefit transit, bicycle, or pedestrian elements. The report must address each modal category separately and identify all funds utilized (e.g., CWA, FHWA, local, etc.). These reports are due to WSDOT Local Programs by **October 1, 2020**.

FFY 2017 Ferry Boat Program Funds to Lapse

Ferry Boat Program (FBP) funds are available for three federal fiscal years following the year in which the funds were allocated. All FBP funds distributed in FFY 2017 will lapse in FFY 2020. To ensure this doesn't happen, all 2017 FBP funding packages must be to HQ Local Programs no later than **July 30, 2020**, or they will lapse. Please work with your Region Local Programs Engineer.

FFY 2020 Allocations & Program Delivery

At the end of April, over halfway through FFY 2020, local agencies had authorized only **38 percent** of the local federal program. Final FFY 2020 allocations for the federal highway programs (e.g., STBG, CMAQ and TA) were provided in January. Local agencies are encouraged to coordinate with their MPOs, RTPOs, and County lead agencies to update them on the status of their respective projects to ensure that all are aware of the expectations for obligating the federal funds.

Due to this unprecedented time and the various impacts local agencies have incurred to address COVID-19, WSDOT Local Programs is providing 100 percent federal funding for new project phase authorizations for the following FHWA programs: FHWA Local Bridge, City and County Safety (HSIP), NHS Asset Management, and Railway-Highway Crossings, which are a significant part of the local federal delivery plan. Local agency federal awards through these programs will be increased to accommodate this change. Local agencies submitting projects that were awarded funding through these programs are not required to provide local match for all eligible federal obligations through September 20, 2020.

The additional transparency and accountability put in place six years ago 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. WSDOT encourages all of you to contact your respective MPO/RTPO or Jane Wall of WSAC jwall@wsac.org to understand how you contribute to meeting the goal. We are hopeful that agencies are finalizing the documentation necessary to meet, if not exceed, the expected delivery. Please work with your Region Local Programs Engineers, if you have any questions.

FAST Act: FFY 2016 – 2020

The FAST Act expires September 30, 2020. Based on history, and in light of other pressing matters the country is facing, it is expected that the FAST Act will be extended, until at a minimum the first of the year.

- **BUILD:** The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants 2020 Notice of Funding Opportunity (NOFO) was made available in February 2020. This opportunity provides \$1 billion in discretionary grant funds to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. To better address the needs of rural America, USDOT intends to award 50 percent of BUILD transportation grant funding to projects

located in rural areas that deliver positive benefits for these communities. For FFY 2020 BUILD transportation grants, the maximum grant award is \$25 million, and no more than \$100 million may be awarded to a single state. The deadline for all application materials was May 18, 2020. Awards are to be announced no later than **September 15, 2020**.

<https://www.transportation.gov/BUILDgrants>

Local Programs Safety Program

The safety program provides funding to local governments to implement improvements to the roadway network. This program is divided into county safety and city safety funds. County crashes are primarily run-off-the-road that occur over a large network, while those in cities are concentrated at intersections and include bicycle and pedestrian crashes. The projects funded by this program range from low cost area-wide improvements, such as signing and striping upgrades, to higher cost improvements, such as high friction surface treatments and roundabouts.

Over the last ten years, the County Safety Program has awarded approximately \$157 million to 384 projects in all 39 counties of the state. During the same time, the City Safety Program has awarded approximately \$130 million to 205 projects in 55 cities across the state. Between 2009 and 2018, data shows fatal and serious injury crashes have decreased by 32 percent on county roads, and have increased by three percent on city-managed roadways. Due to the difference in results between these programs, the City Safety Program is being structured to mirror the County Safety Program with the use of Local Road Safety Plans and a more proactive safety approach.

Funding Updates

- City Safety Program (~\$25 million) – The goal of this program is to reduce fatal and serious injury crashes on city and town streets using engineering improvements/countermeasures. Cities must submit a local road safety plan that addresses fatal and serious injury crashes and systemic safety needs in the city to be eligible to apply. Projects are identified through each city's local road safety plan that identifies and prioritizes improvements/ countermeasures/ projects to address the highest priority locations. Projects can be at intersection(s), mid-block location(s), and/or on corridor(s) on: City street(s) in a city or town of any population. State highway(s) that a city with a population above 27,500 maintains. State highway(s) in a city or town with population 27,500 or less when there is interest from the WSDOT region in partnering to co-fund the project. Applications were due **March 6, 2020**. WSDOT staff are in the process of evaluating the applications received. Final prioritization of the projects will occur by the end of the year.
<https://www.wsdot.wa.gov/LocalPrograms/Traffic/CitySafetyProgram>
- Railway-Highway Crossing Safety Program (~\$11 million) – The goal of this safety program is to support Target Zero by reducing fatal and serious injury crashes at railway-highway crossings using engineering improvements/countermeasures. This is primarily accomplished through the addition of real-time warning devices at crossings. Projects are identified by agencies or railroads and are prioritized based on risk criteria, including train and vehicle volumes and speeds. The call for projects closes on **May 29th**. Final prioritization of projects and awards are expected in fall 2020.
<https://www.wsdot.wa.gov/localprograms/traffic/railway-crossings-program>

- **Pedestrian/Bicyclist Program** (~\$18 million) – The program purpose is to eliminate pedestrian and bicyclist fatal and serious injury traffic crashes; increase the availability of connected, low traffic stress, pedestrian and bicyclist facilities for all ages and abilities; and increase the number of people that choose to walk and bike for transportation. Applications are due by **July 13, 2020**. <https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/CallForProjects.htm>
- **Safe Routes to School Program** (~\$19 million) – The program purpose is to eliminate all traffic crashes involving children walking or biking to school; build connected networks of pedestrian and bicyclist facilities for children within two miles of a school (based on road distance); and increase the number of children who can, and, do walk or bike to school safely. Applications are due **July 20, 2020**. <https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/CallForProjects.htm>

NEW Right of Way Funding Estimate

The new Right of Way (ROW) Funding Estimate spreadsheet has been replaced. The old method utilized a Project Funding Estimate (PFE) and True Cost Estimate (TCE). This new tool has been developed to simplify the ROW project budgeting process by creating uniformity and cost effectiveness for local agencies. The new basis for determining the ROW Funding Estimate is a spreadsheet using the assessed value of the property being acquired, along with embedded calculations to account for land value confidence, possible condemnation expenses, and inflation.

Local Agency Guidelines (LAG) Updates

Recent updates to the Local Agency Guidelines (LAG) Manual include Chapter 26 which updates the UDBE and FSBE requirements to be in alignment with the recently approved American Public Works Association’s UDBE provisions. A complete re-write of Chapter 28, which includes Limited English Proficiency and translated forms in several different languages.

Local Programs in currently working on an interim update expected to come out this summer. This update will include new Project Funding Estimates for right of way acquisition costs. We will also be updating Chapter 42 regarding the City and County Design Standards.

Local Technical Assistance Program (LTAP) Update

Local Programs’ Local Technical Assistance Program (LTAP) has transitioned to an all-virtual format during the pandemic shutdown. LTAP is partnering with other WSDOT divisions, FHWA, NHI, AASHTO, and other LTAP Centers to provide as much online content as possible. To stay up-to-date on the latest offerings, please sign up for our training listserv emails at <https://www.wsdot.wa.gov/LocalPrograms/Training/LTAP.htm> (top of the page). To stay current with other useful information, such as upcoming FHWA webinars, you may also check out the LTAP blog at <https://www.wsdot.wa.gov/LocalPrograms/Training/News.htm>. Also note that online National Highway Institute (NHI) training is free in 2020 and local agencies now have free access to all of AASHTO’s online training and a limited selection of ITE’s online training. Details and instructions are available on the [LTAP website](#). LTAP hopes to resume in-person trainings in the fall, if possible.

For More Information

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