State Transportation Budget
2022 Supplemental Transportation Budget
Governor Inslee signed the 2022 supplemental transportation budget on March 25th. The supplemental budget addressed funding gaps to allow projects to continue moving forward for the benefit of the traveling public. Local Programs capital project funding was increased to include:

- $3.7 million for six new local projects
- $7.7 million in additional Connecting WA funding for three local projects

Notable changes to Local Programs operating program:
- An increase to the biennial subsidy for the Puget Island Westport Ferry to address the growing costs associated with the operations and maintenance.
- Additional staff funding to support new and expanded grant programs.

The supplemental budget directs the Joint Transportation Committee (JTC) to convene a work group to discuss, collaborate, and develop recommendations to the committee on the distribution of FHWA formula program funding from the Infrastructure Investment and Jobs Act (IIJA) to state and local government in future biennia. The JTC shall provide recommendations to the legislature on the allocation of the IIJA funding by September 30, 2022. [ESSB 5689 Section 204(12)] This will be a new approach in place of the previous committees that provided direction to the Governor’s office on the distribution of federal program funding between the State and local jurisdictions.

Move Ahead Washington
In addition to the Supplemental Transportation Budget, the Governor signed the 16-year $17 billion Move Ahead Washington transportation package. It’s a transformative approach to our statewide transportation system, with historic investments in hybrid-electric ferries, zero emission buses, electric vehicle infrastructure, transit, and active transportation – including projects to improve safety for bicyclists and pedestrians.

Funding for this package is also a new approach. It doesn’t come from a direct tax at the gas pump, but rather includes a variety of revenue sources. Those include some license and other fee increases and a combination of state and federal funding – such as Climate Commitment Act and federal infrastructure funding, deferral of sales tax on some capital projects, and a one-time transfer from other general government accounts.
The 16-year package includes various opportunities for local jurisdictions, such as:

- $290 million – Safe Routes to School program
- $278 million – Bicycle & Pedestrian program
- $50 million – NEW Connecting Communities program
- $216 million – NEW School Based Bike program
- $314 million – NEW Tier Pedestrian & Bike Safety projects
- $314 million – NEW Local Capital projects
- $244 million – NEW Tier Transit projects

In 2022, Move Ahead Washington increased Local Programs capital program to include:

- $9.5 million for the Bicycle & Pedestrian program
- $10.7 million for the Safe Routes to School program
- $106.9 million for nine new local projects
- $5 million for Railroad Crossing Grant program

WSDOT is continuing to work through the details in the legislation to define next steps, as several of the programs require reports to the legislature by December 1, 2022. We appreciate your patience.

**Federal Infrastructure Funding**

On November 15, 2021, President Biden signed the *Infrastructure Investment and Jobs Act (IIJA)* (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law (BIL) is the largest long-term investment in our infrastructure and economy in our nation’s history. It provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, mass transit, water infrastructure, resilience, and broadband. FHWA’s website provides a one-stop shop implementation of the Bipartisan Infrastructure Law, including everything from fact sheets and funding notices to guidance, regulations, and presentations. Also, included in the legislation were several local agency project discretionary earmarks. Stay tuned as we continue to review FHWA guidance on new and existing programs.

**FFY 2022 Allocations & Program Delivery**

In January, Local Programs provided the FFY 2022 estimated allocations for the Surface Transportation Block Grant (STBG), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives (TA) programs to the MPOs, RTPOs, and County lead agencies. Last week, FHWA released the total FFY 2022 funding, which provides **$304.4 million** as the local share.

Updated allocations are being provided to each of the MPOs, RTPOs, and County lead agencies. A couple changes in the new BIL included an additional population split in both the Surface Transportation Block Grant and Transportation Alternatives programs. The allocations were provided based on 2010 census for areas with greater than 200,000 population, areas with between 50,000 and 200,000 population, areas with between 5,000 and 50,000 population, areas with less than 5,000 population, and areas with any population. Also, for the Transportation Alternative program, the allocation formula was revised resulting in additional funding for this program.

As of the end of March, halfway through FFY 2022, local agencies have authorized only **18 percent** of the funds available. There are many reasons why the local federal projects have under delivered including the increased funding made available through BIL, continuing impacts due to the pandemic, as well as unrealistic schedules, limited workforce, etc. As you work to deliver projects
and notice issues that are slowing down project delivery, contact your MPO, RTPO, County lead agency, and/or Region Local Programs Engineer to discuss the projects and how you are mitigating these issues and providing an update on the delivery schedule. Early notification of delivery issues also leaves enough time to adjust projects and maximize delivery. This coordination and communication is critical to obligate each federal fiscal year’s funds.

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. Additional information can be found on the Local Programs website: Local agency federal obligation authority | WSDOT (wa.gov)

Please contact your respective MPO/RTPO or WSAC 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 Engineer if you have any questions.

**FFY 2022 – 100 Percent FHWA Funding for Federally Managed Programs**

WSDOT Local Programs has extended the 100 percent federal funding for FFY 2022 on New Project Phase authorizations for the following FHWA programs: Local Bridge Program, City and County Safety (HSIP), National Highway System (NHS) Asset Management, and Railway-Highway Crossings programs. Local agencies awarded funding through these programs that are ready to submit and move forward on these projects, are not required to provide local match for all eligible federal obligations through September 21, 2022. Please consult with your Region Local Programs Engineer if you have any questions.

**2021 WA Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Awards**

In November 2021, USDOT announced the FY 2021 RAISE Transportation Discretionary Grant Program (RAISE 21) project selections. A total of 90 projects were selected nationally - 63 Capital projects and 27 Planning projects, including the following three Washington local projects:

- **Aberdeen’s US 12 Highway-Rail Separation** project was awarded **$2,080,000** – planning grant to replace at-grade railroad crossing and signalized intersection of US 12 and a short line rail line with an overpass and roundabout at the Chehalis Street intersection.

- **Seattle’s East Marginal Way Corridor Improvement** project was awarded **$20,000,000** – to reconstruct a 1.1-mile segment of the East Marginal Way roadway and upgrade the route to Heavy Haul Network standards to help reduce supply chain bottlenecks and improve operations along this important freight route.

- **Snohomish County’s Granite Falls Bridge #102 Replacement** project was awarded **$22,106,000** – to replace the 87-year-old Granite Falls Bridge over the South Fork Stillaguamish River.

For additional information on the nationwide selections go to: https://www.transportation.gov/RAISEgrants.

**FFY 2019 Funds to Lapse**

Most FHWA funds are only available for three federal fiscal years, following the year in which the funds were allocated. Therefore, the following funds must be obligated in FFY 2022, or they will lapse. Please work with your Region Local Programs Engineer to meet the program deadlines.

- **Ferry Boat Program (FBP)** – All 2019 FBP funding packages must be to HQ Local Programs no later than **June 30, 2022**, or they will lapse.
• Highway Infrastructure Program (HIP) – All 2019 HIP funds distributed to the Transportation Management Area’s (PSRC, BFCG, SWWRTC, & SRTC) for local agency projects must have their project funding packages to HQ Local Programs no later than September 21, 2022, or they will lapse.

WSDOT Biological Assessment Manual – Stormwater Update
The National Marine Fisheries Service, FHWA, and WSDOT are drafting an updated stormwater chapter for the WSDOT Biological Assessment Manual which lays out revised stormwater analysis expectations. Projects that add new pollution-generating impervious surface (PGIS) that discharge to surface waters can expect formal ESA consultations. Action areas will extend to the nearest large water body – Marine Waters, Columbia River, or Snake River.

The only stormwater treatment methods that will get a project to No Effect will be:
• All PGIS runoff infiltrates.
• Natural dispersion applies throughout the entire project.
• All PGIS drains to isolated depressions with no outlet to surface waters.

Note: NEPA cannot be approved until the ESA process is complete. Projects can also expect delays in obligating right of way and/or construction phases because of the increased NEPA completion timeline.

National Bridge Inspection Standards Update
MAP-21 required an update to the National Bridge Inspection Standards (NBIS). The Notice of Proposed Rulemaking was published in November 2019. The comment period has ended, and the updated rules are expected to be published in the near future. The proposed rules include changes to 23 CFR 650 regarding the NBIS, as well as the publication of a new bridge coding guide: Specifications for the National Bridge Inventory. Changes to inspection programs, processes, procedures, and reporting will be assessed and implemented through WSDOT according to the timeline allowed by FHWA.

Right of Way (ROW) Update
The Right of Way (ROW) team will be hosting two virtual Annual ROW Meetings this year. The dates are Tuesday, April 26th from 1 pm to 3 pm and Wednesday, May 4th from 10 am to Noon. Topics covered during the meetings will be Lessons Learned, trends in ROW, and process improvements. Local Programs ROW continues to focus on updating its templates, brochures, and training. Be sure and checkout the NEW Transportation Property Needs and You brochure. This brochure and others can be found on our Right-of-way forms & brochures webpage. It has been revamped to make it easier for property owners to follow and find answers to their questions. An updated version of the Administrative Settlement eLearning will also be released very soon.

Connecting Washington Project Reporting
As a reminder, all Connecting Washington projects are required to report the amount expended annually (July 1, 2021, to June 30, 2022) 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 HQ Local Programs by October 1, 2022.
USDOT Discretionary Grant Opportunities
In January 2022, USDOT published the Notice of Funding Opportunity (NOFO) (amended March 22, 2022) for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants to provide funding for planning and capital investments that have a significant local or region impact. The NOFO is available here. A total of $2.275 billion is available. The application deadline for the RAISE grant opportunity is April 14, 2022, at 5:00pm EST, with the selections announced no later than August 12, 2022.

Last month, the Office of the Secretary of Transportation (OST) published a combined NOFO for the Multimodal Project Discretionary Grant (MPDG) opportunity which combines three major discretionary grant programs into one NOFO. The MPDG NOFO is soliciting grant applications for the INFRA discretionary grant program and for the newly created Mega and Rural discretionary grant programs established by BIL. The NOFO has been posted on the Build America Bureau website and on Grants.gov. Additional information on how to apply, frequently asked questions, and the Department’s Benefit Cost Analysis Guidance for Discretionary Grant programs can be found at www.transportation.gov/grants. The application deadline for the MPDG grant opportunity is May 23, 2022, at 11:59pm EST.

The Bipartisan Infrastructure Law established two new programs and reauthorized one pre-existing program which are being solicited together using this NOFO.
- **Mega:** $1 billion of FY 2022 funding for the National Infrastructure Project Assistance grants program, known as the Mega Grants program;
- **INFRA:** Approximately $1.55 billion in FY 2022 funding to be made available for the Nationally Significant Multimodal Freight and Highways Projects grants program, known as INFRA; and
- **Rural:** $300 million in FY 2022 funding for the Rural Surface Transportation Grant program, known as Rural.

Project Sponsors with additional questions, or interested in receiving additional assistance, are invited to visit USDOT’s MPDG grants webpage: MPDG - Announcement | US Department of Transportation. USDOT has published a Guide to Benefit Cost Analysis, FAQs, and will be hosting several informational webinars for prospective grant applicants in the coming weeks as listed on the following webpage: https://www.transportation.gov/grants/mpdg-webinars.

USDOT has published an anticipated timeline for its 2022 NOFO’s to help prepare for upcoming national grant announcements under the Bipartisan Infrastructure Law. The schedule can be found online here, and will be updated periodically with new programs and dates.

**Funding Updates**
- **Local Bridge Program** – The purpose of the Federal Local Bridge program is to improve the condition of bridges through replacement, rehabilitation, and preventative maintenance. In addition, the program incentivizes agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of the structure. Applications for the current call for projects are due on April 29th. We anticipate finalizing selections this Summer.
Funding updates continued

City Safety Program (~$35 million (federal)) – The goal of this program is to support Target Zero by reducing fatal and serious injury crashes on city and town streets using engineering improvements/countermeasures. Projects are identified through each city’s local road safety plan that identifies and prioritizes both low-cost, widespread, risk-based projects and higher-cost, spot location projects. We received 198 applications totaling over $160 million. The next call for projects is anticipated this Winter. We anticipate finalizing selections this Summer.

Pedestrian/Bicycle Program (~$56.7 million (state)) – The purpose of this program 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 for the current call for projects are due on May 30th. A prioritized list of projects will be submitted in December 2022 to the state legislature for funding.

Safe Routes to School Program (~$59 million (state & federal)) – 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 for the current call for projects are due on June 6th. A prioritized list of projects will be submitted in December 2022 to the state legislature for funding.

Multiuse Roadway Safety Program ($900,000 (state)) – The purpose of this program is to increase opportunities for safe, legal, and environmentally acceptable motorized recreation on public roads. Funds may be used on any road owned by local, state, and federal government agencies provided that the agency has authorized use of the road for wheeled all-terrain vehicles. Program is currently open. For more information on eligible funding activities and limits go to: Multiuse Roadway Safety Account

Railway-Highway Crossing Safety Program (~$11 million) – The goal of this 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. WSDOT received requests for $37 million. After further review of the projects and coordination with the railroads, nine projects were awarded a total of $9.5 million. We anticipate the next call for projects in 2022.

For details on these programs: https://wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm
Local Technical Assistance Program (LTAP) Update
Local Programs’ Local Technical Assistance Program (LTAP) is beginning to shift from an all-virtual format to a blended virtual and in-person training format, depending on the subject matter. LTAP is continuing to partner with other WSDOT Divisions, FHWA, NHI, AASHTO, and other LTAP Centers to develop and offer as much online content as possible.

To stay up to date on the latest offerings, both virtual and in-person, please sign up for our training listserv emails at: https://wsdot.wa.gov/business-wsdot/support-local-programs/local-programs-training/training-local-agencies-through-ltap (bottom of page). To stay current with other useful information, such as upcoming FHWA webinars, you may also want to check out the LTAP news blog at https://wsdot.wa.gov/business-wsdot/support-local-programs/local-programs-training/ltap-news-briefs. Also note that many partner organizations offer free online training through LTAP. Check out those options and details for FHWA, NHI, AASHTO, and more on our website: https://wsdot.wa.gov/business-wsdot/support-local-programs/local-programs-training/training-our-partners. LTAP will continue to post links to recordings of trainings and webinars on the website as they are made available.
For More Information

Local Programs WSDOT Contacts

**Director**
Jay Drye, PE  
Local Programs Director  
(360) 705-7871  
DryeJ@wsdot.wa.gov

**Northwest Region**
Mehrdad Moini, PE  
Local Programs Engineer  
(206) 440-4734  
MoiniM@wsdot.wa.gov

**Olympic Region**
Bryan Dias, PE  
Local Programs Engineer  
(360) 357-2631  
DiazB@wsdot.wa.gov

**Southwest Region**
Michael Williams, PE  
Local Programs Engineer  
(360) 905-2182  
WilliaM@wsdot.wa.gov

**Eastern Region**
Mark V. Allen, PE  
Local Programs Engineer  
(509) 324-6080  
AllenMV@wsdot.wa.gov

**South Central Region**
Randy Giles, PE  
Local Programs Engineer  
(509) 577-1780  
GilesR@wsdot.wa.gov

**North Central Region**
Brian Pearson, PE  
Local Programs Engineer  
(509) 667-3090  
PearsoB@wsdot.wa.gov

**Headquarters, Olympia**
Kyle McKeon  
Engineering Services Manager  
(360) 705-7375  
MckeonK@wsdot.wa.gov

Stephanie Tax  
Manager, Program Management  
(360) 705-7389  
TaxS@wsdot.wa.gov

**Website**
http://www.wsdot.wa.gov/localprograms/

Washington State  
Department of Transportation