



WSDOT Local Programs

Serving our local agencies in Washington for over 70 years

Fall 2016

The **2016 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 2016 Awards of Excellence.

Best City Project – City of Leavenworth, Commercial Street Reconstruction



Leavenworth’s Commercial St. Improvement project, between 3rd and 8th Streets, reconstructed the roadway to include resurfacing, adding sidewalks, and illumination. This project provides an alternative route to the core downtown, increases safety, and reduces emergency vehicle response times. Integral to the project’s success was involvement and support from the community. The project was financed using a combination of FHWA, TIB, PWTF, and local funds.

Best County Project – Spokane County, Old Trails Rd/Inland Rd Reconstruction & Paving

Spokane County’s Old Trails Road project completes the final 1.9-mile vital transportation link for a multitude of users in the northwest area of the County. The County demonstrated an innovative approach to accommodate a multitude of users and engage stakeholders, resulting in improved air quality to adjacent residents, as well as a unique ATV crossing. This project was funded using FHWA and County funding.



Best Special Project – City of Puyallup, SR161/Meridian 2nd/3rd Street Safety Improvements



Puyallup’s Meridian Road Safety Improvement project included the acquisition and installation of an adaptive signal system designed to decrease collisions, increase air quality, and improve corridor travel times. This innovative project significantly improves traffic flows and can be adjusted remotely to respond to changing traffic conditions. A combination of funds, including FHWA and City funds, made this project possible.

Director’s Award – City of Edmonds, Five-Corners Roundabout

Edmond’s Five Corners Roundabout project included the installation of a roundabout at a 5-legged intersection along Edmonds Main Street at 212th Street SW and 84th Avenue W. This heavily used corridor serves as a gateway to downtown Edmonds. This project was the result of considerable community engagement and its application of practical design, improving conditions for the motorized and non- motorized users along this corridor. FHWA and local funds were combined to deliver this project.



FASTLANE Awards

The new discretionary program: the Nationally Significant Freight and Highway Projects (NSFHP), which is now referred to as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards were announced. The USDOT Office of the Secretary announced two awards in WA totaling \$50 million of the \$800 million available in 2016. The projects included:

- Seattle's – South Lander Street Grade Separation & Railroad Safety project – \$45 million
- Tukwila's – Strander Blvd. Extension & Grade Separation Phase 3 project - \$5 million

FAST Act Implementation

The Governor's office reached out to the state's transportation partners (cities, counties, Metropolitan Planning Organizations (MPO), transit, house and senate transportation committee chairs, ports, transit, and tribes) regarding the allocation of the FAST funding. The Governor's office and the Office of Financial Management (OFM) have communicated with legislative transportation committee chairs about a short-term and long-term plan for allocating FAST Act money. For the remainder of the 2015-17 biennium, the current 66 percent-34 percent state/local split will remain for the core FHWA programs, with the exception of the new freight program formula funds.

The Governor's office and a representative from each of the transportation partners met three times over the summer and reviewed a tentative proposal for splitting the federal funds between WSDOT and local agencies. The recommendation to the Governor and Legislature for the 2017-2019 biennial budget through the remainder of the FAST Act, is still being drafted. The work group's focus was specific to National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (previously STP). Discussion items included maintaining WSDOT's share of NHPP, identifying funding for short span bridges for local agencies, and a statewide competitive program for projects on the National Highway System.

Federal Earmarks Repurposing

Local Programs submitted all the necessary documentation to FHWA, to repurpose prior earmarks that had remaining federal funds to other active local projects. As you can imagine, FHWA DC was bombarded with requests nationally. Local Programs is currently awaiting final notification from FHWA that the funds are available to the projects the local agencies identified. Once notified, we will send the agencies letters, notifying them that the funding is available. Agencies should be moving forward to program these funds in their TIP and STIP as applicable.

Tier Pedestrian & Bicycle Safety Projects

Connecting Washington legislation provided funding for the Tiered Pedestrian & Bike projects. The list identifies 23 projects categorized in three separate tiers. The initial legislation provides funding over 16 years totaling \$89 million, with funding provided to projects in the first tier, then second, etc.

WSDOT was required to report options to the Governor and Legislature. We provided three options reflecting various rates of accelerated delivery. Accelerating the delivery of the projects is due to implementing safety improvements reducing non-motorized conflicts that contribute to excessive vehicular delays, improving commute options for employees, developing livable communities, coordinating with larger construction projects, and mitigating increased costs that delayed delivery may cause due to the size of these projects.

Local Federal Program Delivery

Give yourselves a big round of applause. FFY 2016 was the fourth year local agencies not only delivered their portion of obligation authority (OA), they over-delivered while utilizing Advance-Construction (AC). Local agencies had a target for delivery of over \$160 million, and at the close of FFY 2016, have delivered over \$235 million. In addition, Washington State received approximately \$42 million of redistributed OA from other states that allowed just over \$14 million of the AC local projects to be converted and expenditures reimbursed.

Local Programs will work with the Task Force to develop targets for delivery of the 2017 local federal program, once the Governor's Working Group provides the final outline of the split of federal funds between WSDOT and locals.

The additional transparency and accountability put in place four 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 Gary Rowe of WSACE, GRowe@wacounties.org to understand how you contributed to meeting the goal.

Transportation Alternative Annual Reports

The FAST Act requires FHWA to generate a report on the status of transportation alternatives projects and submit the report annually to the Secretary, as well as making it available to the public. The reports are to be based on each Federal Fiscal Year (FFY). The report is due to Local Programs by the MPO/RTPO/County by November 20th each year to meet the FHWA deadline in December.

MPO/RTPO/County is to submit to WSDOT a report for each FFY that includes:

- The number of project applications received that FFY;
- The aggregate cost of the projects for which applications were received that FFY;
- The number of projects selected for funding that fiscal year, including:
 - ✓ Aggregate costs of the projects selected, and
 - ✓ Location of the projects selected.
- The types of projects to be carried out, based on the following seven categories:
 - ✓ Pedestrian & Bicycle Facilities
 - ✓ Recreational (recreational trail projects only)
 - ✓ Turnouts, Overlooks, Viewing Area
 - ✓ Historic Preservation
 - ✓ Environmental and Wildlife
 - ✓ Safe Routes to School
 - ✓ Other – Inventory, control or removal of outdoor advertising

In order to facilitate reporting for the MPO/RTPO/County and to ensure consistency among all reports, Local Programs has provided a reporting template with instructions, an example template filled out and a list of sample scopes of work defining the seven categories.

2017-2020 Statewide Transportation Improvement Program (STIP)

Metropolitan, regional, and local transportation improvement programs (TIP) are currently being developed for inclusion in the 2017-2020 Statewide Transportation Improvement Program (STIP). The draft 2017-2020 STIP is anticipated to be out for public comment mid-November. Final approval by FHWA and FTA of the 2017-2020 STIP is expected early January 2017.

DBE Goals on Consultant Agreements

As part of the WSDOT's conciliation agreement with FHWA, consultant agreements are required to be evaluated for the potential of having a DBE goal established. The May 22, 2015, Federal Register rule update also requires the preparation detailed scope and cost estimate as part of the consultant selection process. Effective November 1, 2016, all new federally funded consultant contracts (Preliminary Engineering, Right of Way and Construction Management) will be required to submit draft detailed scope of work and cost estimate to the Region Local Programs Engineers for a DBE goal determination prior to advertisement of consultant contract, or selection for interview from the agency established consultant roster.

State Funded Small and Diverse Business Goals

Effective July 1, 2016, a new APWA specification was available that can be incorporated into your state funded project specifications for projects over \$500,000. Local Programs will also make available a form that can be used for final project reporting purposes which will be found on the Local Programs website. Both the specification and the reporting form will be sent to your agency prior to the July 1, 2016.

Certification Requirement for Reimbursement Requests

Federal grant requirements nationwide have now been consolidated and detailed in 2 CFR 200. As part of the changes included in the CFR is in regards to signature authority on reimbursement requests.

2 CFR 200.415(a) – *To assure that expenditures are proper and in accordance with the terms and conditions of the Federal award and approved project budgets, the annual and final fiscal reports or vouchers requesting payment under the agreements must include a certification, **signed by an official who is authorized to legally bind the non-Federal entity**, which reads as follows:*

- *“By **signing this report**, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements, and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, **may subject me to criminal, civil, or administrative penalties for fraud, false statements, false claims, or otherwise.** (US Code Title 18, Section 1001 and Title 31. Sections 3729-3730 and 3801-3812).”*

To implement this requirement, will depend on the structure of your agency and may include passage of a resolution by the council or commissioners, to delegate this authority to another individual in your agency (e.g., Mayor (official) to City Administrator, Public Works Director or Finance Director). Effective December 1, 2016:

- First bills for each project must include the agency's documentation confirming the individual signing the reimbursement request is authorized to legally bind the agency.
- For on-going projects, the first reimbursement package submitted after 12/1/2016, is required to include the agency's documentation confirming the individual signing the reimbursement request is authorized to legally bind the agency.

This information is being included in the October 2016, Local Agency Guidelines (LAG) update.

Funding Updates

Safe Routes to School Program - \$19 million

WSDOT received 127 project applications requesting \$77 million in grant funds while leveraging over \$23 Million in matching funds. Applications were received from public agencies across Washington, including Tribal Governments, cities, counties, state agencies, and other local and regional organizations. WSDOT is currently completing site reviews and evaluating the projects. A final prioritized list will be submitted to the Legislature in December 2016. Legislative approval of the projects is required as part of the budget process during the 2017 Legislative session.

Pedestrian and Bicycle Safety Program - \$18 million

WSDOT received 110 project applications requesting \$67 million in grant funds while leveraging over \$37 million in matching funds. Applications were received from public agencies across Washington, including Tribal Governments, cities, counties, state agencies, and other local and regional organizations. WSDOT is currently completing site reviews and evaluating the projects. A final prioritized list will be submitted to the Legislature in December 2016. Legislative approval of the projects is required as part of the budget process during the 2017 Legislative session.

Innovative Safety Program - \$25 million

WSDOT received 53 applications from 12 counties and 25 cities totaling \$43 million in requests for the Federal Highway Safety Improvement Program funds. Agencies applied for all 4 eligible project categories, including High Friction Surface Treatments, Intersection Conflict Warning Systems, Compact Roundabouts, and projects to increase Traffic Signal Operations/Visibility. WSDOT is currently completing site reviews and evaluating the projects. A final prioritized list and awards are expected by December 31, 2016.

Upcoming Calls for Projects

- Federal Bridge Program – A bridge call for projects will occur late 2016, with selections in 2017. There will be up to \$50 million federal bridge funds available. During the last Bridge committee meeting, a target of 20 percent of the total amount available was established for maintenance type projects (scour, paint, deck overlay, and seismic). Local Programs is working toward having the Bridge Program call for projects take place every three years.
- County Safety Program – The next County Safety Program call for projects will be in 2017. The goal of this program is to reduce fatal and serious injury crashes in accordance with our state's efforts to achieve Target Zero. The ongoing focus of this program is to address safety using a risk-based approach, deploying systemic safety improvements across as much of the county road network as possible. Following the successful 2014 call for projects, the new call for projects will require the development, an update, or the continuation of a Local Road Safety Plan by each county that wishes to apply for funds. The program is funded by the federal Highway Safety Improvement Program.
- City Safety Program – The next City Safety Program call for projects will be in 2018, coinciding with the next pedestrian/bicycle program call for projects. The goal of this 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. Projects will continue to be prioritized based on a benefit/cost ratio, targeting locations with fatal and serious injury crashes. The program is funded by the federal Highway Safety Improvement Program.

Local Agency Guideline (LAG) Updates

Recent updates to the Local Agency Guidelines (LAG) manual include Chapter 29 which clarifies “Safe Harbor” requirements with respect to ADA compliance. Chapter 31 clarifies that real estate consultants may not require an approved indirect cost rate and Chapter 33 updates the Emergency Relief (ER) program requirements.

Also, Local Programs is currently working with FHWA on an interim update expected to come out in June. This is a follow-up to May 2015’s federal rulemaking on 23 CFR part 172 which covers consultant contracts and procurements. The largest impact we anticipate will be that the agencies who intend upon using consultants to deliver their projects will be required to have an agency prepared scope and cost estimate prior to procuring the services of an A&E consultant.

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 6 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 6 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’ width) Project Identification sign shall be mounted on two pressure treated 6X8 timber posts. For Project Identification signs less than 12’ 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)

WSDOT Disparity Study

WSDOT has engaged a consultant to perform a new Disparity Study which will examine the utilization and availability of Disadvantaged Business Enterprises (DBE), as well as race and gender based barriers to full and fair opportunities to compete for contract work. The results of this study will recommend a new agency-wide DBE goal which will also be used on our locally led projects. Local agencies may be contacted as this study is completed for DBE utilization information. For more information, go to:

http://www.wsdot.wa.gov/News/2016/05/Pasco_Spokane_DBE_Disparity_Study.htm

Environmental Updates

Local Programs currently has Herrera Environmental Consultants under contract to prepare a Programmatic Biological Assessment for local agency projects requiring Endangered Species Act consultation with US Fish & Wildlife Service (USFWS). Herrera is expected to have a draft Biological Assessment ready to submit to USFWS by the end of 2016. Upon completion of the Biological Assessment, the USFWS will write a Programmatic Biological Opinion, which we anticipate being completed sometime during the summer of 2017. This effort will significantly streamline the consultation process for formal and informal ESA consultations on Bull Trout. In addition to the Bull Trout, the Programmatic Biological Opinion will also cover *informal* ESA consultations on terrestrial species that have been listed by USFWS. After the Programmatic Biological Opinion is signed by FHWA and USFWS, ESA consultation timelines are expected to be reduced from 5-13 months to a few weeks.

For More Information

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**Washington State
Department of Transportation**