



**Washington State
Department of Transportation**

WSDOT Local Programs Newsletter

Serving our local agencies in Washington for over 70 years

Fall 2023

Director's Note

By Jay Drye, PE

It is time to bring out the sweaters and coats. What feels like a flip of a switch, the weather has changed, and fall is upon us whether we are ready or not.

I hope you enjoyed your summer and all the activities that came along with the beautiful weather. This was a busy summer construction season with an unprecedented number of projects throughout the state. If you have not done so already it is time to close out projects and to ensure all the documentation is complete prior to looking at the projects for the coming year.

It has been an extremely busy year for all of us with plenty of challenges to project delivery. Despite all the challenges, the Local Programs obligated over \$540 million of federal funding for projects throughout the State. That is a major accomplishment that should be recognized. Delivery at this level does not just happen due to a few people's efforts, it takes everyone in the project delivery chain working towards a common goal to get each project through the process and ultimately obligated through FHWA. Thank you all for your efforts, these projects will have an impact on our communities across the State.

You will find several updates in this Fall Newsletter. Please take the time to review these items to be current with the changes and updates. We continue to look for opportunities to streamline the process of delivering transportation projects while at the same time keeping up to date with legal and policy requirements for compliance.

There continues to be numerous opportunities and many challenges ahead of us while we take full advantage of the various funding programs. If you have questions on any of these items, please feel free to reach out to your Region Local Programs Engineer. Thank you for your efforts in supporting the delivery of the Local Agency Programs.

Federal Infrastructure Funding

Congress approved a temporary funding bill to keep federal agencies open until November 17th. The passage of the 45-day continuing resolution (CR) funds the government at current 2023 levels and includes an increase to federal disaster assistance. The funding bill is only temporary, allowing Congress six more weeks to come to an agreement on the final budget. A final budget is required, to provide the Federal Fiscal Year (FFY) 2024 allocations.

FFY 2023 Local Federal Program Delivery

FFY 2023 obligations, including Advance Construction (AC) authorizations, totaled over \$540 million, exceeding the over \$400 million authorized in 2009, with the passage of the ARRA program. Although the focus is usually on the formula Obligating Authority (OA) that is required to be obligated annually, this amount includes the redistributed OA and the other federal funding that is received through non-formula, such as USDOT/FHWA discretionary earmarks and programs, Ferry Boat, Federal Lands, Emergency Relief, etc.

While it was an incredible achievement, it came with challenges to both internal and external staff, since over half of the federal funds authorized had to be submitted and processed in the last three months (July – September) of the FFY. Local agencies had a target of approximately \$283 million of formula OA, and at the end of May over \$180 million remained. On September 1st, approximately \$72 million of redistributed OA was provided to 25 local projects, requiring those submittals to be reviewed and authorized. FHWA authorized the final local project that utilized the remaining local federal funds on September 26th, the final day of the FFY.

Reaching the local OA target delivery this year presented challenges, that went beyond supply chain and the pandemic limitations. The transparency and accountability put in place through the Local Agency Federal OA Policy continues to highlight the need for local agencies to clearly provide updated delivery schedules to Local Programs/MPO/ County lead agencies. However, the schedules provided need to be realistic. Further discussions are necessary as we move forward into FFY 2024.

Redistributed Obligation Authority (OA)

In May, FHWA notified all states that they were anticipating another large August Redistribution in FFY 2023 estimated at approximately \$7.3 billion. FHWA acknowledged that large redistribution amounts create significant difficulties for State Departments of Transportation to effectively program and authorize the additional formula obligation limitation within a very narrow timeframe before the end of the federal fiscal year. Therefore, to assist States with planning for the FFY 2023 August Redistribution, FHWA informed States of their estimated initial share of the \$7.3 billion in additional formula obligation limitation that may be redistributed, which reflected approximately \$123 million for WA, subject to the formal process in July.

In June, Local Programs met with the MPOs and county lead agencies to explain this unique opportunity. There was over \$180 million remaining to be obligated to meet the statewide target, with only three months remaining. It was determined that as long as any MPO and/or county lead agency that either met their OA Target by June 30th or could meet their OA Target by the end of the FFY, could request additional redistributed OA. MPOs and county leads were required to submit the detailed project lists to Local Programs by the first week of July for submittal to FHWA. WA total redistributed OA request was \$116.8 million, with approximately \$72 million for local agency projects.

On August 31st, FHWA notified states of the availability of FFY 2023 Redistributed OA. WA received the total amount requested, providing the approximately \$72 million for local agency projects. Local Programs reviewed the list of projects submitted and notified the MPOs and county leads of the projects and amounts available. Projects had to be ready to obligate and submit complete funding packages no later than September 14th.

Federal Fund Exchange Pilot Program

The federal fund exchange pilot program allows the exchange of federal rural county Surface Transportation Block Grant (STBG) funds at a rate of \$0.95 state funds for \$1.00 federal funds. As a voluntary participation program, implementation requires Local Programs to calculate the balances of the rural counties FFY 2023 delivery and determine their STBG FFY 2024 allocations. The details and procedures for this new program continue to develop.

Local Programs is currently confirming FFY 2023 delivery amounts for everyone, so that the rural counties can best determine if the pilot program is something they want to pursue for FFY 2024.

Federal Fiscal Year (FFY) 2024 Allocations & Program Delivery

FFY 2024 allocations for the FHWA programs (e.g., Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP) and Transportation Alternatives (TA)) are anticipated to be available by the end of this calendar year. FFY 2024 apportionment to states will be based on the 2020 Census data. WSDOT will allocate the programs based on these changes in addition to the JTC split recommendations for FFY 2024. Once Congress comes to an agreement on the final budget, allocations to the MPOs and county lead agencies will be provided.

With the additional federal and state transportation funding available, it is especially important that all local agencies review their program of projects and coordinate with their Region Local Programs offices and Metropolitan Planning Organizations (MPO) on the status of their respective projects to ensure we are all aware of each project's delivery plan and the requirements for obligation, as we start FFY 2024.

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. A friendly reminder that it is imperative teams are diligently reviewing the federal requirements necessary for each project and ensuring funding packages are complete prior to forwarding them to the Region Local Programs offices. Additional information can be found on the Local Programs website: <https://www.wsdot.wa.gov/localprograms>.

Please contact your respective MPO or the Washington State Association of Counties (WSAC) to understand how you contribute to meeting the overall 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.

2024 Supplemental Transportation Budget

In September, WSDOT submitted its 2024 Supplemental Agency Budget Request for consideration. The Office of Financial Management (OFM) has made all state agency budget requests available publicly at the following web portal: [OFM - Agency Budget Request](#). To view our agency's budget request, using the pull-down menus, select budget session – 2024 supplemental, and then Department of Transportation – 405. You can view the entire agency submittal or if you choose, only by individual program. The Governor will review all agencies' requests and present his proposal to the Legislature in mid-December.

Program Delivery Requirements

The following items are common issues that continue to come up on projects, please review these reoccurring issues to prevent them from arising on your projects this year:

Contract Advertisement

Is expected within six weeks of construction authorization. Many of the projects authorized over September were for construction. It is critical that projects are advertised and awarded as required, or funds may be de-obligated for use on projects that are ready to move forward.

Project Estimates

FHWA requires a local agency agreement supplement revising the FHWA funds obligated within 90 calendar days after it is determined that the estimated federal share of the costs has decreased by \$250,000 or more. (23 CFR 630) It is critical to review total project costs at time of contract award and supplement your local agency agreement, as necessary.

Inactivity

An inactive project is a project that has federal funds authorized, but no expenditures have been billed for at least nine months (23 CFR 630). FHWA is not allowing infrastructure funds to sit idle at a time when the funds could be committed to other projects that are ready to move forward. In addition, the [Local Agency Guidelines](#) manual requires monthly billings. While this may be a federal requirement, state funded projects are also being reviewed to ensure delivery and for reporting annually to the legislature.

Project Agreement End Dates

As we approach the end of calendar 2023, please review your federal Local Agency Agreement end dates to ensure that they do not expire. All projects are required to have a Period of Performance which includes both a begin date and an end date. Federal approval is required to change a Project Agreement End Date. Therefore, the Project Agreement End Date may only be changed during an authorized phase, through a Local Agency Agreement Supplement, if:

- a project has a change in the terms and conditions of the federal award (e.g., significant cost change or scope change); or
- adequate justification is provided for project schedule revision or other circumstances (e.g., litigation) and there is no change to the terms and conditions of the Federal project.

Note: Work undertaken after the Project Agreement End Date is NOT eligible for federal reimbursement. All eligible costs incurred prior to the Project Agreement End Date must be submitted for reimbursement within 60 calendar days after the Project Agreement End Date or they become ineligible for federal reimbursement.

Please work with your Region Local Programs Engineer if you have any questions.

Consultant Agreement End Dates

Local Programs continues to see agencies utilizing consultants with expired consultant agreements. When the consultant agreement expires, none of the costs beyond the expiration date are eligible for reimbursement. A couple tips to avoid this include creating a calendar reminder of the expiration date as well as making this an emphasis point when selecting a consultant.

Other points to consider include recognizing the timeframes it may take to extend a consultant agreement having to go through a council or a commissioner approval process as well as obtaining required signatures. Setting an agreement end date at the end of a calendar year is convenient but can

also be problematic to obtain necessary signatures with year-end holiday activities sometimes making signature authorities less available. The development and delivery of our projects is an evolution, it's subject to a variety of factors that can often delay and distract from initial schedules, it may be wise to negotiate delivery schedules with your consultants and then add a couple of extra months on the consultant agreement as a contingency.

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

In June 2023, USDOT announced the FFY 2023 RAISE Transportation Discretionary Grant Program project selections. A total of \$2.2 billion was provided to 162 infrastructure projects across the country. The following eight projects were identified to receive over \$129 million:

- Blaine's Bell Road-BNSF Railway Grade Separation - \$9,500,000
- Port Angeles' Puget Sound to Pacific Planning for Multi-use Trail - \$16,130,000
- Seattle's Planning for Low-Emission Neighborhoods - \$1,200,000
- Shoreline's West Side Transformation: Multimodal Connections to the Shoreline South Regional Transit Hub - \$20,000,000
- Spokane Airport Board's Airport Drive and Spotted Road Safety and Multimodal Improvements - \$22,800,000 (Direct-FHWA)
- Jamestown S'Klallam Tribe Big Quilcene River Bridge Replacement Project - \$25,000,000 (Direct-Tribal Transportation Office)
- Shoalwater Bay Indian Tribe of the Shoalwater Bay Indian Reservation's Upland Village Relocation Road Project - \$24,981,221 (Direct-Tribal Transportation Office)
- Port of Bremerton Port Orchard Breakwater Replacement - \$9,400,000 (MARAD)

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

National Culvert Removal, Replacement and Restoration Grants (Culvert Aquatic Organism Passage (AOP) Program)

The [National Culvert Removal, Replacement, and Restoration Grant](#) Program (Culvert Aquatic Organism Passage (AOP) Program) is an annual competitive grant program that awards grants to eligible entities to projects for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn. FHWA announced the 2022 grant award recipients which included \$32.8 million for 16 city and county projects that will be administered through FHWA. Local Programs is awaiting further instructions by FHWA on next steps.

FFY 2021 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 2024, or they will lapse. Please work with your Region Local Programs Engineer to meet the program deadlines.

- Ferry Boat Program (FBP) – All 2021 FBP funding packages must be to HQ Local Programs no later than **June 30, 2024**, or they will lapse.
- Highway Infrastructure Program (HIP) – All 2021 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 15, 2024**, or they will lapse.

Local Technical Assistance Program (LTAP) Training

The core function of WSDOT Local Programs Division's Local Technical Assistance Program (LTAP) Center is providing training, technical assistance, and technology transfer to local agency professionals across the state. Each year, thousands of people receive tens of thousands of hours of virtual and in-person training across a wide variety of topics focused on infrastructure management, safety, and workforce development.

For more information and to stay up to date about upcoming trainings from the LTAP Center, visit our website and sign up for the LTAP listserv: <https://wsdot.wa.gov/business-wsdot/support-local-programs/local-programs-training/training-local-agencies-through-ltap>.

Safety Update – Vulnerable Road Users

As a requirement of the Bipartisan Infrastructure Law (BIL), all states are required to complete an initial Vulnerable Road User (VRU) Safety Assessment by November 15, 2023, and include it as part of their Strategic Highway Safety Plan (Target Zero) updates going forward. VRUs are defined as pedestrians and bicyclists. The assessment must use a data-driven process to identify areas of high risk for VRUs. The state then must consult with local governments, MPOs, and RTPOs that represent these high-risk areas and must develop a program of projects or strategies to reduce safety risks for VRUs in these areas identified as high risk.

The VRU safety assessment is an evidence-based and value-driven process to identify areas for potential projects. In support of Target Zero, partners will develop safety implementation strategies to reduce the exposure, likelihood, and severity of crashes for VRUs to reduce fatalities and serious injuries. Using evidence-based practices, WSDOT is working to develop a reliable understanding of the past, current, and potential future trends for VRU safety to develop proactive strategies that support Target Zero goals. Some of the factors included in the tool are sociodemographic and equity characteristics (using the Social Vulnerability Index of the CDC and Washington State specific Environmental Health Disparity Index from the Department of Health). Other factors include crash types, time of day, age of VRUs, crash contributing factors such as alcohol/drugs, distraction, failure to use crosswalks, speeding, and the location where crashes occurred (including proximity to schools and transit stops).

The VRU Safety Assessment will be finalized prior to November 15th. Information about the list and how it was generated will be shared with agencies, including those with locations on the priority list. Agencies with priority locations identified will receive additional consideration and prioritization through the City Safety Program and County Safety Program calls for projects for improvements that address VRU safety for those identified locations.

Bridge Compliance

Bridge Compliance continues to be an ongoing challenge for local agencies. We are still working with select local agencies to complete all the required bridge load ratings to include the Notional Rating Load (NRL) and/or Specialized Hauling Vehicles (SHVs) that missed the December 2022 deadline. Following the 2022 FHWA annual review, WSDOT was placed on a Plan of Corrective Action (PCA) for bridge load posting. When load posting is deemed necessary, the bridge owner must have posting signs in place and verified within 30 days in the interest of public safety. A memo with updated guidance to be included in the Washington State Bridge Inspection Manual (WSBIM) was published in September. WSDOT will be working with local agencies and consulting engineers to implement the new policies. Our other challenge this year is adjusting to the updated requirement that data is reported within 90 days. We are pleased to share that to date local programs is 98.8% compliant with this change.

Endangered Species Act/Stormwater Update

This summer Local Programs and WSDOT Environmental Services Office hired a liaison dedicated to handling Endangered Species Act (ESA) consultations on Local Programs projects. The liaison plays a crucial role helping us establish and implement programmatic agreements with both the National Marine Fisheries Service (NMFS) and the US Fish and Wildlife Service (USFWS).

Local Programs is currently reviewing a draft Programmatic Biological Opinion with USFWS, which we expect to be issued in 2024. Local Programs is also working to gain access to WSDOT's updated NMFS Programmatic Biological Opinion, also expected in 2024.

The benefits of programmatic agreements include predictable outcomes, streamlined procedures, and legal protection for the local agencies. Requirements associated with these programmatic agreements will likely include stormwater retrofitting, as-built reporting, and fish handling monitoring and reporting.

If a project adds new pollution generating impervious surfaces, and cannot infiltrate all the stormwater runoff, the NMFS programmatic may be a useful ESA consultation option. Projects with designs aligning with this programmatic will benefit from reduced ESA timelines, resulting in faster NEPA completion.

Right-of-Way Update

Local Programs Right of Way has seen a large increase the number of certifications this year, and an increase in the number of Oversight Reports being issued.

We are now requiring that ALL projects be submitted to your Local Agency Coordinator (LAC) for Spot Check review prior to offer letters being presented to owners. The LAC will determine how many files need to be Spot Checked.

In addition, please remember the following:

- Program Administration (those individuals listed within ROW Procedures)- Please check the work that is being submitted by staff or your consultant to verify that it is complete and that all necessary signatures have been obtained.
- Incomplete/unfinished parcel files will no longer be accepted without prior approval of the LAC. If you don't have all the necessary items completed, please do not submit the project for certification review.

- **Please do not send multiple copies of the same item.** Unless something has been updated, corrected, or changed, we do not need multiple copies of the same item as it slows down the review process.
- If you are contacted by your LAC regarding missing items or for clarification, please gather **ALL** the necessary documentation and explanations and submit them together. This will greatly reduce the number of emails being received and the likelihood of something being missed.

The ROW Team has created a Spot Check and Certification Review checklist (form LPA-002). Please use this form, available on our Forms Website, to verify that your acquisition files being submitted are complete and ready for certification review prior to submittal. For additional information contact Michelle Newlean at newlean@wsdot.wa.gov.

2024-2027 Statewide Transportation Improvement Program (STIP)

All local agencies, Metropolitan Planning Organizations (MPO) and Local Programs are currently developing the 2024-27 STIP for FHWA and FTA approval. The STIP is a four-year prioritized multimodal transportation program compiled of state, local tribal and public transportation projects that include highways, streets, roads, rail, transit-hubs, park and rides, bridges, sidewalks, bike lanes, trails, and safety. The STIP is a calendar year document that is developed on an annual basis.

The draft STIP will be available for public review and comment in November. The final 2024-27 STIP is submitted to FHWA and FTA in December and approve in January. Only projects programmed in the STIP can be authorized by FHWA and FTA to utilize federal funds. If a project was delayed, it is essential that they be moved forward to the 2024-27 STIP by the respective MPO, to ensure the project authorization schedule is not impacted.

Local Project Reports

December 31, 2023, is the next Local Project Report deadline for agencies that have a project(s) funded through Local Programs that requires a bi-annual Local Project Report. Email reminders will be sent out twice during the month as reminders to the agency contacts of the reporting deadline.

December is the first reporting period for the 23-25 biennium. The cash flow section is divided into four reporting periods. Please ensure that you are updating estimated expenditures, schedules, and project status in the reports. The reports are often utilized as Local Programs responds to questions from legislative staff on project delivery during the Supplemental Budget session.

Local Programs Bulletins

Local Program provides FHWA oversight for local agencies in accordance with the Local Agency Guidelines (LAG). The LAG is published about once a year. During the course of the year there are occasional changes to laws and procedures that require interim guidance. We've developed a new way to expedite the dissemination of new information and changes that may impact local agency projects. We've developed a "Local Programs Bulletin" that will provide interim guidance to agencies until these changes can be incorporated in the Lag Manual. Local Programs will be issuing Local Agency Bulletins via Email and posting them on the Local Programs website.

Special Provisions (Division 1) Local Agency Boilerplates

The WSDOT Standard Specifications for Roads and Bridges is currently annually published electronically in the Fall. At the time of posting, the APWA Division 1 committee meets and reviews the changes to the newly posted book and updates the APWA specs. This effort is currently underway with the committee.

Local Programs is emphasizing agency boilerplate specs as a means to expedite review and approvals for Division 1 specifications. Once the APWA committee updates the Specifications, Agencies can update their own boilerplate specifications and submit them with your next project for review and approval. This should make the process more efficient and essentially obtain an approval for the entire year versus a project-by-project review and approval. Some parameters to consider:

When submitted, Agency Division 1 GSPs will be reviewed to ensure that:

1. Agency spec instructions are revising or supplementing the correct section of the spec book;
2. Content has not been incorporated into the newly published spec book;
3. Agency spec is not already covered in an APWA spec;
4. It is in compliance with current laws and regulations; and
5. There is justification for making changes to standards.

Local Programs will concurrently review both the boilerplate and the contract specs.

Liquidated Damages

When a contract overruns contract time, the Local Agency is entitled to recover their estimated construction engineering costs (CE) incurred for administration of the contract beyond the contract time set forth in the contract document. HQLP is responsible for reviewing and concurring with Agency calculated LDs that are included in the contract provisions. These rates are subject to FHWA approval in accordance with 23 CFR§635.127.

APWA GSP 1-08.9 Option A, is an optional GSP with a fill that establishes a daily rate to recover CE costs incurred by the Local Agency. There are two methods available to Local Agencies to establish liquidated damages:

1. Establish liquidated damages on a project-by-project basis; or
2. Establish a rate table for the Local Agency or schedule to be used which is required to be evaluated periodically.

For information on how federal aid reimbursement is adjusted when liquidated damages are assessed on a contract see 23 CFR§635.127.

APWA GSP 1-08.9 Option B, which includes an LD formula, is not approved for use with Federally Agency Funded Projects.

This spec should not be confused with or combined with incentives or disincentives for opening a roadway. See FHWA technical advisory T5080.10. [Incentive/Disincentive \(I/D\) for Early Completion - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#). Liquidated Damages will be the topic of a future Local Programs Bulletin. We will provide an updated LD calculation spreadsheet and further guidance.

Davis-Bacon Regulations

FHWA has updated and distributed a new version of its 1273 form. This updated form is the result of the Department of Labor's changes to the Davis Bacon Act. The revised 1273 must be included for any FHWA funded project awarded after October 23, 2023. Additional information can be found at <https://www.dol.gov/agencies/whd/government-contracts/construction/rulemaking-davis-bacon>.

Local Programs Funding Updates

Federal Local Bridge Program

The Federal Local Bridge Program (BLBP) application period was open from February until the end of April. Per the call, WSDOT anticipated awarding up to \$150 million, prioritizing off-system structures in poor condition. Off-system structures are those classified with a Federal Functional Class of Rural Minor Collector, Rural Local, or Urban Local. Funding categories were similar to previous calls, including bridge replacement or rehabilitation, scour mitigation, seismic retrofit, steel bridge painting, deck repairs, and bundled preventative maintenance.

The program received 80 qualified applications requesting \$363.6 million dollars. WSDOT and the Bridge Advisory Committee have selected 36 projects for funding awards, totaling \$147.3 million. Approximately two-thirds of this will be awarded to agencies for replacement of off-system structures in poor condition.

National Highway System (NHS) Asset Management Program (~\$150 million)

The objective of this federal program is to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway. The 2023 NHS Asset Management Program call for projects is now open, with applications due October 5, 2023. Final selections will be announced by November 30, 2023.

City Safety Program (~\$35 million (federal))

This program is to further 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. The 2024 City Safety Program call for projects is now open with awards expected in summer 2024.

Traffic Conflict Screening Using Video Analytics Program (~\$1 million (state))

The goal of this program is to increase safety through the use of video analytics by implementing network-wide traffic conflict screening programs at controlled intersections. Local public agencies including cities, counties, tribes, etc., are eligible to apply for these funds. Due to the scale of the program and for efficiency, this program will be delivered in conjunction with the 2024 City Safety Program. The call for projects is now open with awards expected in summer 2024.

County Safety Program (~\$35 million (federal))

The goal of this program is to further Target Zero by reducing 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. The 2023 County Safety Program awarded \$50 million to 25 counties in September 2023.

Reducing Rural Roadway Departure Program (~\$4 million (state))

The new Move Ahead Washington program is for safety improvements specific to preventing lane departure crashes in areas where the departure is likely to result in a fatality or serious injury. Due to the scale of the program and for efficiency, this program will be delivered in conjunction with the County Safety Program. The 2023 County Safety Program awarded \$4.6 million to seven counties in September 2023.

Railway-Highway Crossing Safety Program (~\$20 million)

The goal of this program is to further 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. There has been an issue with Class I railroads related to maintenance of upgraded crossings that has been working its way through the court system. Progress in that area has been made with the Class I railroads this year. The next call for projects is anticipated in spring 2024 with awards in the fall.

Multiuse Roadway Safety Program (\$1.45 million (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. Funds may also be used for educational brochures or mapping technology that aids in the safety and direction of users of wheeled all-terrain vehicles routes. Program remains open. For more information on eligible funding activities and limits, go to: [Multiuse Roadway Safety Account | WSDOT](#).

Staff Changes

Assistant State Local Programs Engineer – Michele Britton, PE

After graduation from Saint Martins' College in 1990, Michele began working for the Washington State Department of Transportation in a variety of positions focused on both design and construction projects. Her most recent post with WSDOT was with Headquarters Construction as the Specification Engineer. With over 30 years of experience, Michele is well suited to her new role and looks forward to working with Local Agencies to successfully deliver their projects.

For More Information

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