

JTC WSDOT-LOCAL PARTNERSHIPS WORKGROUP

Presentation to the JTC

Allegra Calder and Julia Tesch, BERK Consulting

November 16, 2023 | Davenport Grand Hotel



Aurora (SR-99) corridor in Shoreline. Images courtesy of City of Shoreline.



OUR TEAM

Consulting Team



Tracy Burrows
Project Manager



Steve Gorcester



Allegra Calder



Brian Murphy



Julia Tesch



JTC Staff

Dave Catterson, Project Manager



PROJECT CHARGE

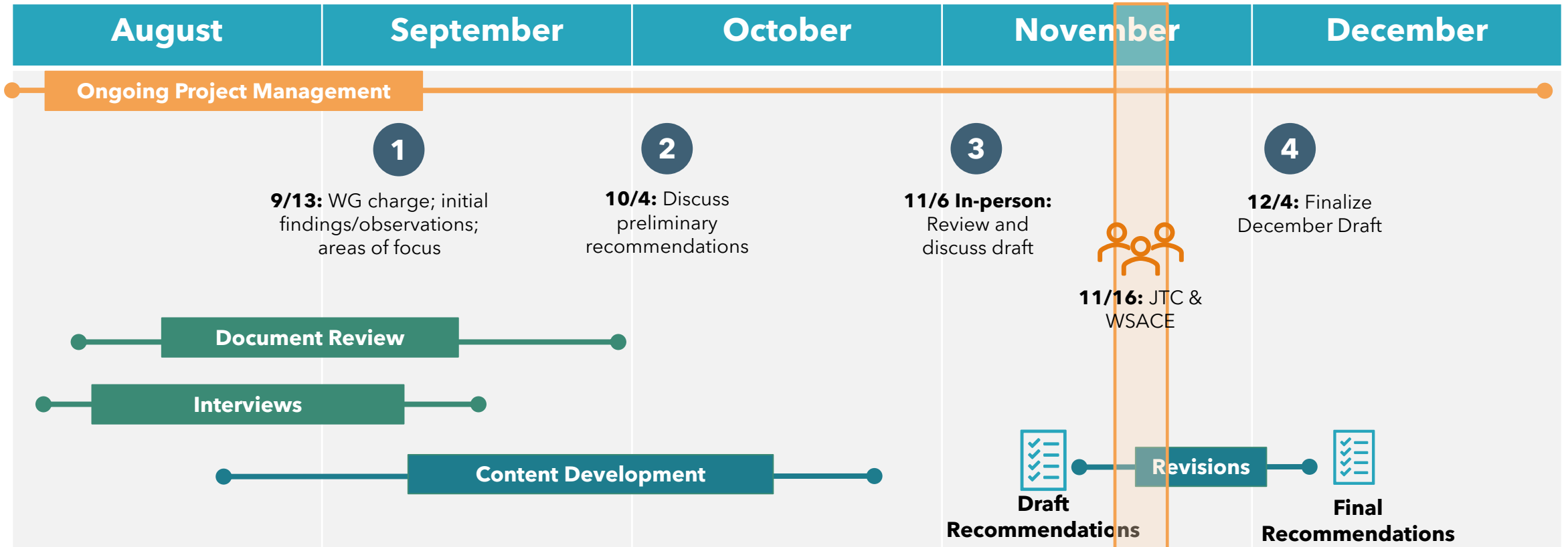
Proviso: \$300,000 of the motor vehicle account–state appropriation is for the joint transportation committee, from amounts set aside out of statewide fuel taxes distributed to cities according to RCW 46.68.110(2), to contract with the municipal research and services center to convene a department of transportation-local government partnership work group to **create a procedure in which the department of transportation can partner with a local jurisdiction to perform preservation and maintenance and construct projects on state highways.**

WORKGROUP MEMBERSHIP

Representative(s)	Workgroup Membership (Proviso)
Sen. Curtis King Sen. Liz Lovelett Rep. Andrew Barkis Rep. Davina Duerr	House and Senate Transportation Committees
Roscoe Slade, City of West Richland	City with a population between 5,000 and 50,000
Katherine Miller, City of Spokane	City with a population of more than 50,000
Matt Unzelman, Thurston County	County with a population between 100,000 and 400,000
Matt Zarecor, Spokane County	County with a population of more than 400,000
Richard DeRock, Port of Chelan	Public Port
Drew Woods, Deputy Director	County Road Administration Board
Ashley Probart, Executive Director	Transportation Improvement Board
Jay Drye, Director of Local Programs Guy Bowman, AAG Jon Deffenbacher, Deputy State Construction Engineer Mike Fleming, Deputy State Design Engineer JoAnn Schueler, Assistant Region Administrator for Project Development (Olympic)	WSDOT



PROJECT SCHEDULE THROUGH DECEMBER





PROJECT NEED AND CONTEXT

CURRENT LANDSCAPE

Findings from preliminary engagement

- Long history of locally delivered projects on state highways. Recent experience shows:
 - Lack of agreement that this is a promising practice
 - No consistent framework: project roles and responsibilities, design standards, review timeframes, liability, etc.
 - Both WSDOT and locals have had frustrations with the process
- There are a limited number of local jurisdictions with the capacity, expertise, or desire to take on state highway projects.

APPARENT CONSENSUS POINTS FROM PRELIMINARY ENGAGEMENT

Labor Shortage: A significant issue for both WSDOT and locals

Local Option: Cities and counties should not be compelled to take on state projects

EXAMPLES OF CURRENT LOCALLY DELIVERED PROJECTS

Project Name	Lead Local Jurisdiction	Impetus for Local Role	Funding Lead	Written Agreement?	Cost Escalation Provisions?	Design Lead	Construction Mgmt Lead	Project Status
I-5/54th Ave E Interchange	Fife	Not a priority, defaulted to city	City	May exist	Not addressed	City, consultant	Fife, WSDOT Inspection	Design
I-5/Port of Tacoma Rd Interchange	Fife	Not a priority, defaulted to city	City	May exist	City to close gap	City, consultant	Fife, WSDOT Inspection	Construct Phase 2a 2024, 2b 2025
SR507/Bald Hill Roundabout	Yelm	Funding appropriated to city by Legislature	Leg	Future expected	Legislature	City	City	Project initiation
SR507/Vail Road Roundabout	Thurston Co.	Funding appropriated to County by Legislature	Leg	Future expected	Legislature	County	County	Project initiation
SR507/SR702 Roundabout	Pierce Co.	Funding appropriated to County by Legislature	Leg	Drafting	Legislature	County	County	Project initiation
SR523 N. 145th Street	Shoreline	Not a priority, defaulted to city	City	Funding and future maint.	Seek funding from partners	City, consultant	City, consultant (orig. WSDOT)	Construction Fall 2023
SR 97 Perfect Passage	Tonasket	Not a priority, city needed to manage liability	City	None	City to pursue additional funding	City, consultant	City, consultant	98% Design, bid Nov 2023
SR224 Red Mountain Vic.	W Richland	Party consensus	Leg	Yes	Legislature	City	City	60% Design

SURVEY OF CITIES AND COUNTIES: INTEREST IN PROJECT DELIVERY THROUGH PARTNERSHIP WITH WSDOT

265 total responses representing 81% of cities and 82% of counties

County Response Rates by Population

70% of small (under 25K)

100% of mid-sized (25-100K)

70% of large (>100K)

City Response Rates by Population

65% of small (under 5,000)

100% of mid-sized (5 - 100K)

90% of large (>100K)

SURVEY QUESTION: WOULD YOUR JURISDICTION CONSIDER PARTNERING WITH WSDOT TO DELIVER A PROJECT ON A STATE HIGHWAY?

NO: 57%

Why?



Lack of adequate staff expertise and/or capacity: 100%

- 30% of all respondents have no staff dedicated to the delivery or management of capital transportation projects
- Of those local governments with transportation engineering staff:
 - 63% reported having staff vacancies in these positions
 - 37% reported having difficulty recruiting for these positions

YES: 13%

Most Important Factors in Decision?



MAYBE: 30%

Adequate level of secured funding: 77%

Project aligned with local priorities: 24%

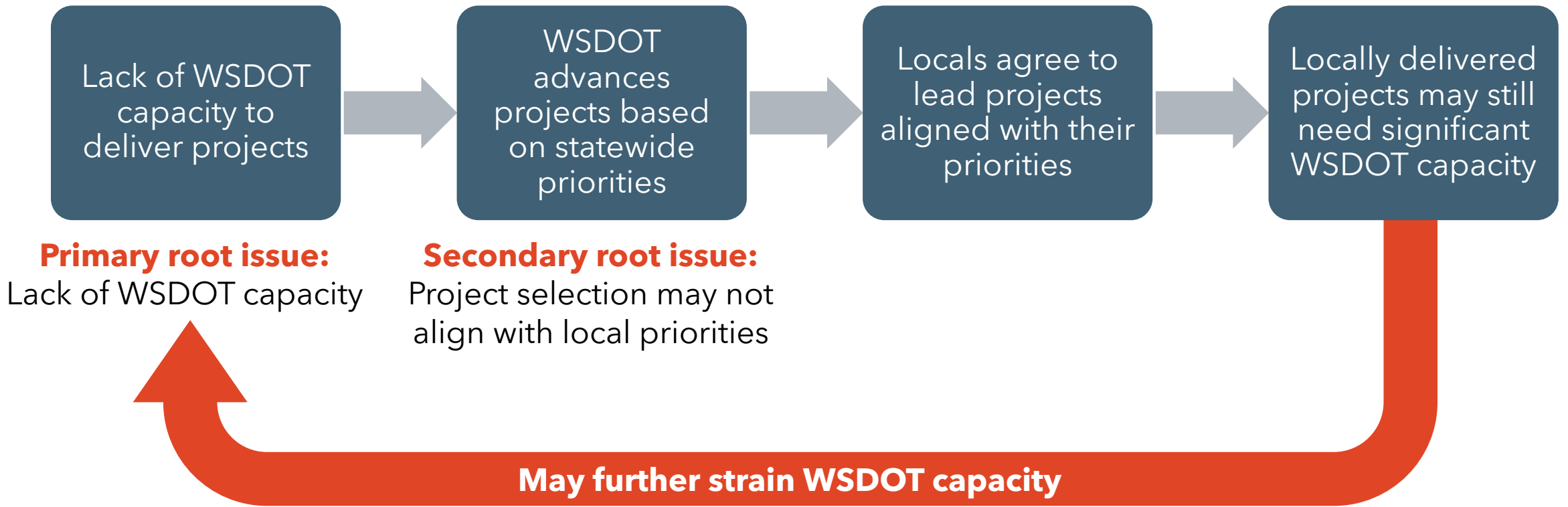
Project timing & schedule: 20%

Local autonomy & streamlined WSDOT review: 17%

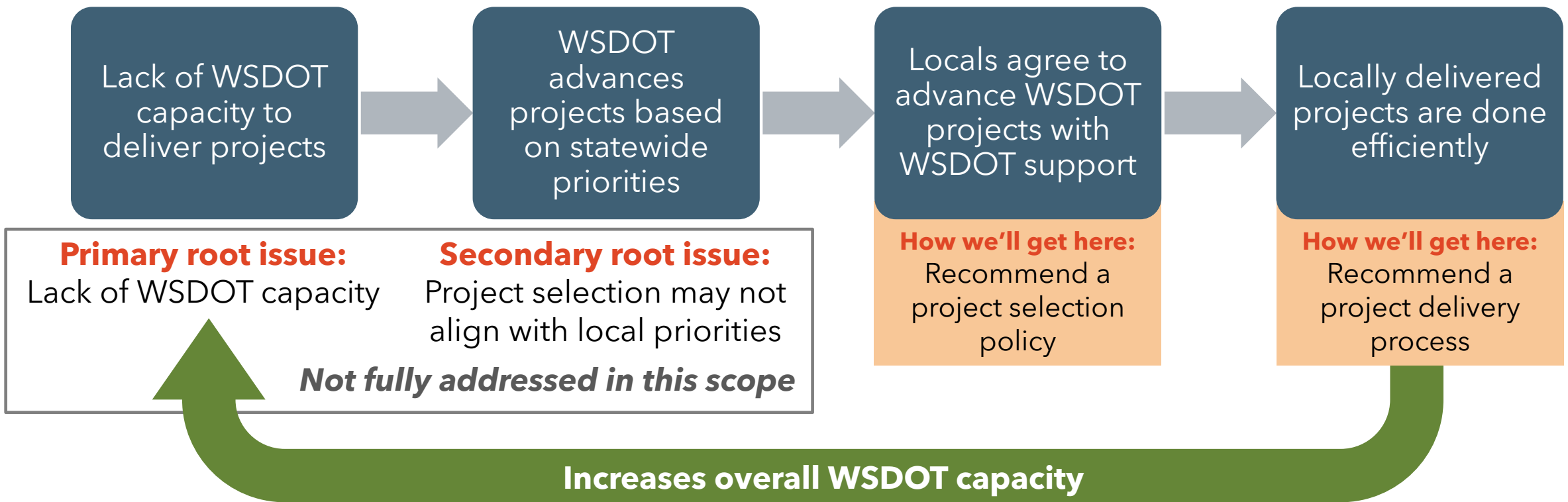


SUMMARY OF PROBLEM STATEMENT AND DESIRED FUTURE

CURRENT STATE: WHAT ARE THE ROOT ISSUES?



THE HOPE FOR **WSDOT/LOCAL PARTNERSHIPS**



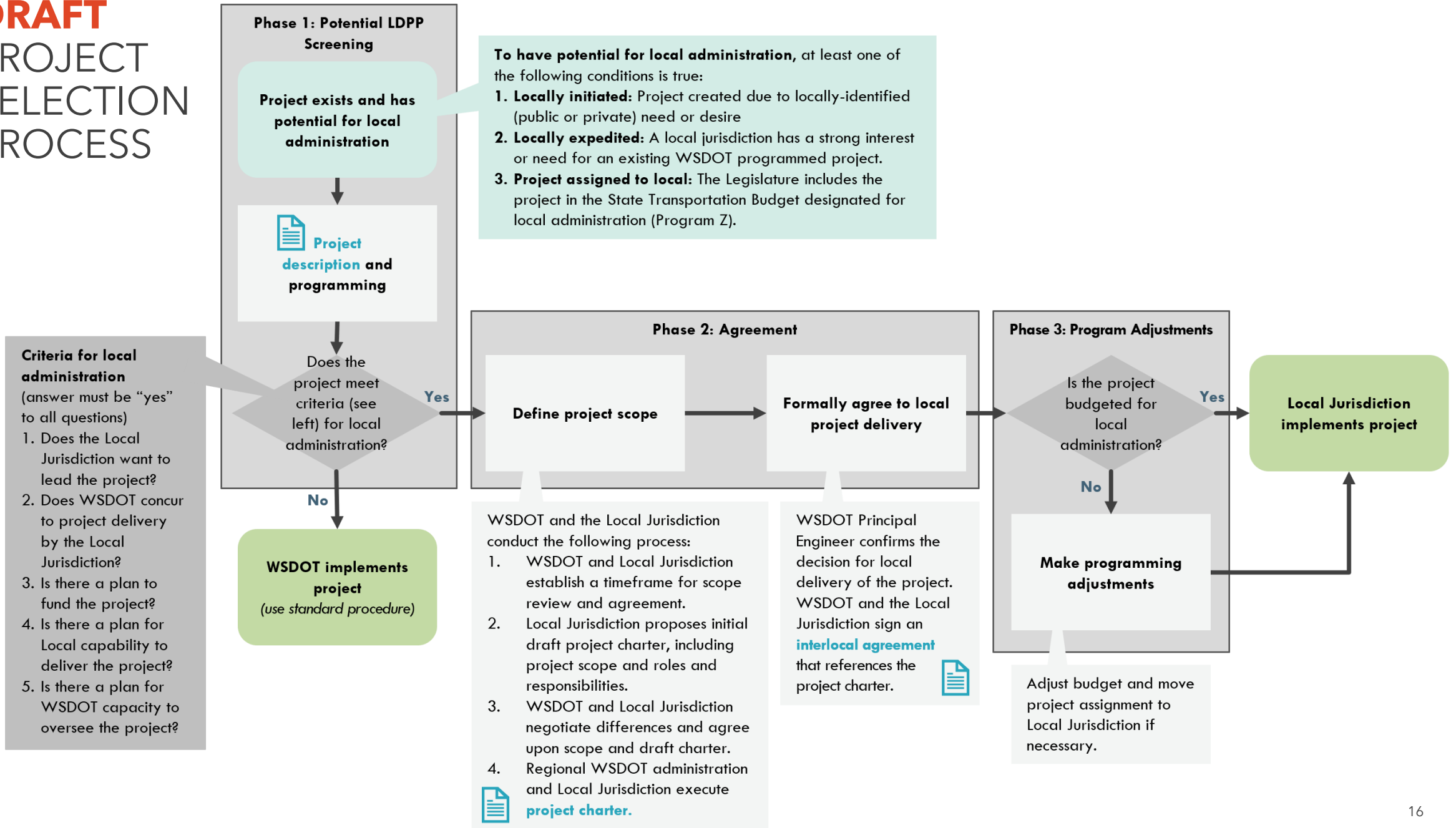


PRELIMINARY RECOMMENDATIONS

PRINCIPLES FOR LOCALLY DELIVERED PROJECTS

- Locally delivered projects occur when WSDOT and a local jurisdiction mutually agree to have a local jurisdiction deliver a state route construction project.
- There should be a consistent process for the selection and delivery of locally delivered projects that promotes efficiency and clarifies respective roles and responsibilities.

DRAFT PROJECT SELECTION PROCESS



DRAFT RECOMMENDATIONS

Recommendations are being refined by the Consultant Team and Workgroup and will cover the following:

- Locally Delivered Project selection – What criteria must be met?
- A collaborative, efficient and documented scope development process
- Interlocal agreement components
- Guidance on cost escalation scenarios
- Preservation and maintenance
- WSDOT oversight

NEXT STEPS

- Final Workgroup meeting on December 6, 2023
- Draft recommendations to JTC by December 15, 2023
- Presentation to JTC early January 2024
- Final report 2024

THANK YOU

