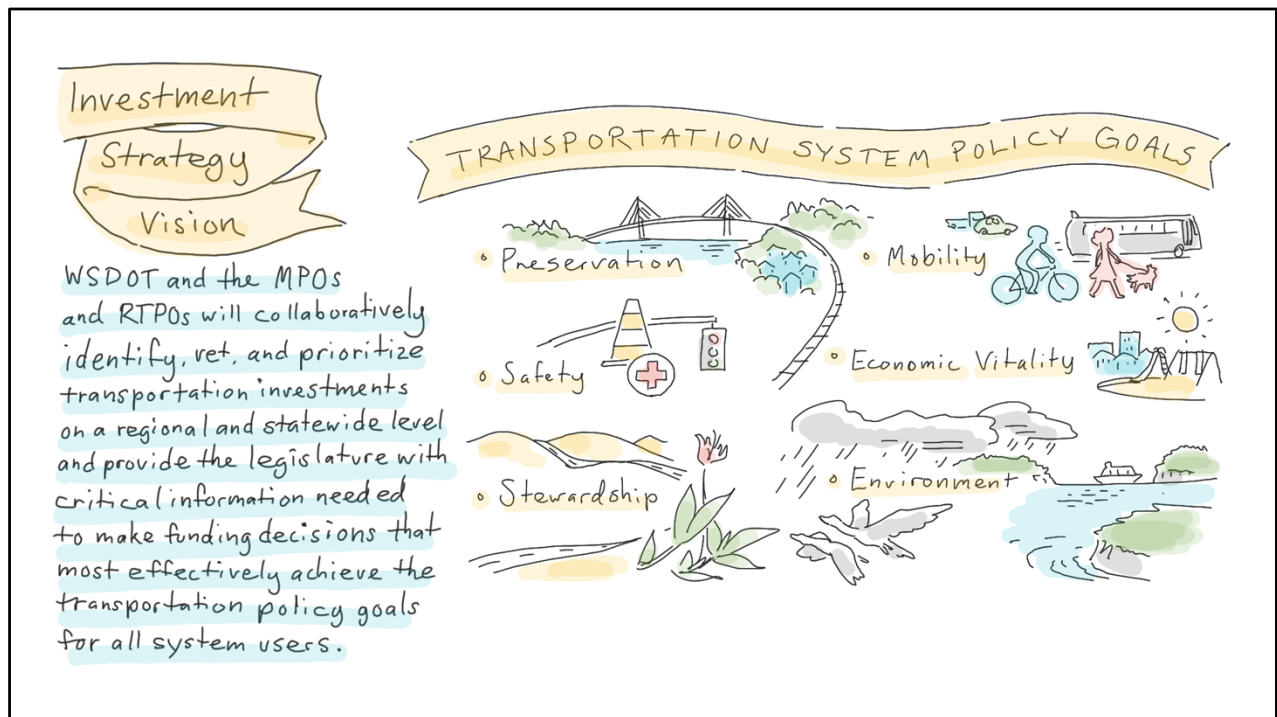


Transportation Investment Strategy *for Washington State*

Outcomes from Strategy B Workshop



Over a two-day workshop, WSDOT shared their budget process with representatives from MPOs and RTPOs with the intention of helping RTPOs/MPOs understand WSDOT's process for submitting budget requests to the Governor and responding to requests for feedback on its investment priorities.



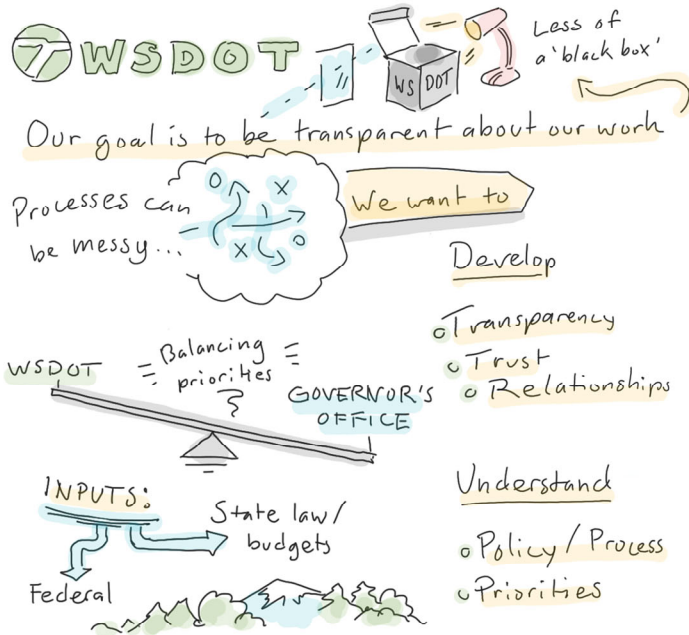
This workshop was initiated as part of the Investment Strategy effort, which envisions that...

“WSDOT and the MPOs and RTPOs will collaboratively identify, vet, and prioritize transportation investments on a regional and statewide level and provide the legislature with critical information needed to make funding decisions that most effectively achieve the transportation policy goals for all system users.”

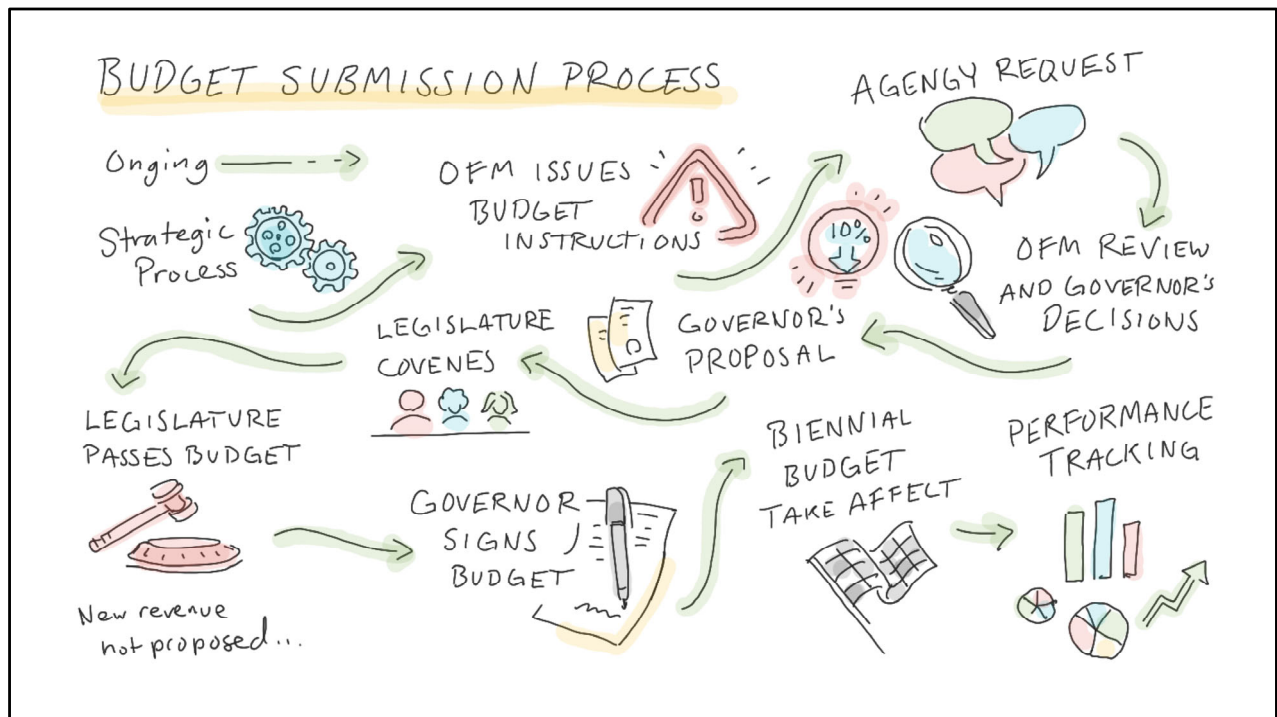
- WSDOT, MPOs and RTPOs are all striving to achieve the state’s six **Transportation System Policy Goals (RCW 47.04.280)** through public investments in transportation. This creates a shared foundation for closer collaboration. The statute identifies the preservation and safety goals as highest priority. Other goals include stewardship, mobility, economic vitality, and environment.

Strategy B

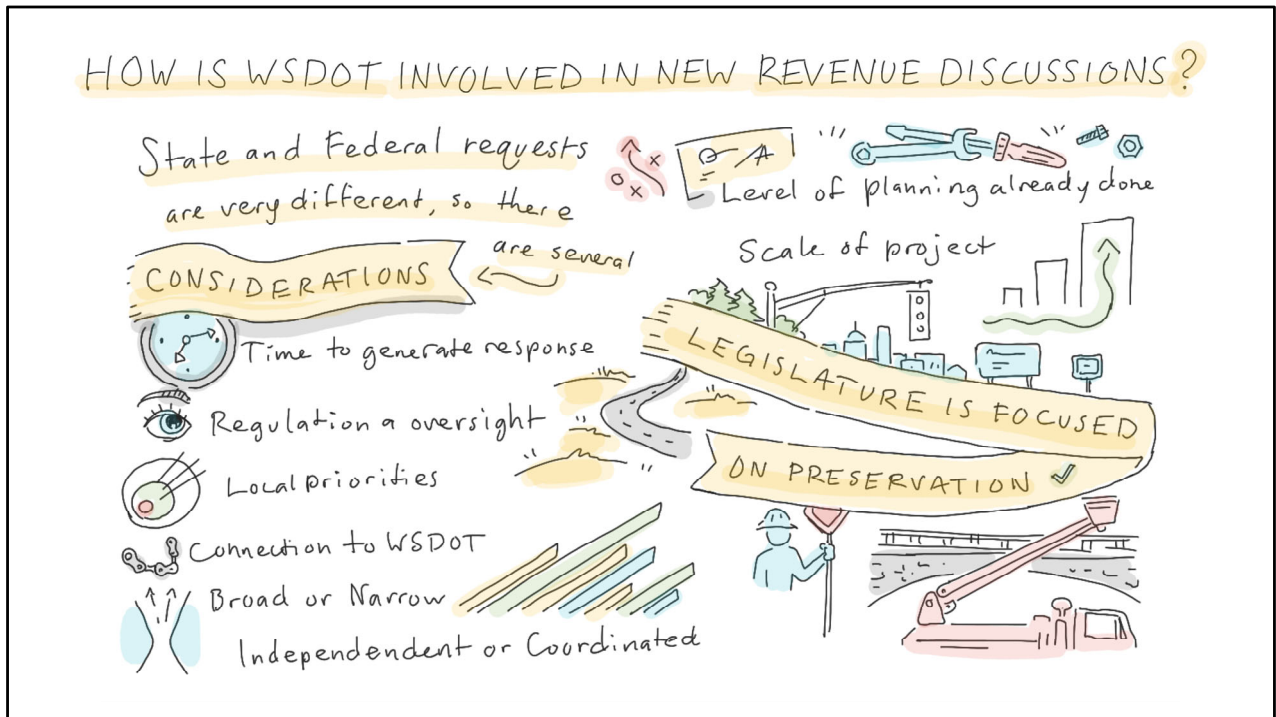
In order to explore how to collaborate in the future, WSDOT outlined the recent policy tradeoff decisions made to determine the FY 21-23 budget provided to the Governor and identify the regional benefits.



More specifically, the workshops implemented Investment Strategy B - intended to address one of the key issues identified by the Investment Strategy Committee, which states that there needs to be a better understanding of the State's budget development process to provide opportunities for RTPOs/MPOs to engage in the process.



- WSDOT's process for submitting budget requests to the Office of Financial Management is not strictly linear – it's a continuous cycle and WSDOT is really working on several phases of the budget at the same time at any point in the calendar year.
- WSDOT's budget priorities are based on the federal and state legal framework, budget direction from the Office of Financial Management, and agency plans and processes (e.g. the Transportation Asset Management Plan, the agency strategic plan)
- The most effective way for RTPOs and MPOs influence the budget development process is to engage with WSDOT regions, programs, and planning offices. The WSDOT Budget Office works with these offices to inform the budget submittal.



Since 2015, WSDOT has expressed its priorities for new revenue through broad policy statements about priorities and needs for the system, not through an “unfunded priority list.” It does provide feedback on specific investments or improvements if requested by state and federal legislators.

How WSDOT responds to other requests

- Legislative requests are **too numerous and too varied to say there’s a single process** to respond.
- Generally, responses to **new and non-routine funding requests** are **evaluated against the same criteria as more routine budget requests** (i.e., the Transportation System Policy Goals). (RAs are emphasizing the same department priorities in these communications that you’re hearing in policy board meetings and other venues: preservation, maintenance, safety.)
- When **legislators’ questions touch on improvements**, WSDOT’s response depends a lot on the **context of that request**. Some of those considerations are listed.
 - Amount of time allowed to generate response
 - Applicable regulatory and oversight responsibilities
 - Known local agency priorities

- How the request connects to other requests at WSDOT
- Whether it's a broad invitation to offer recommendations or narrow request for specific information
- Independent question or part of coordinated process
- Level of planning already completed
- Scale: local issue or regional/statewide
- **Examples of investment priorities proposed by others:**
 - Sen. Hobbs new revenue package – WSDOT used a multicriteria scoring model based on the transportation policy goals and the Secretary provided a response that outlined general investment priorities consistent with the State of Transportation
 - JTC Statewide Transportation Needs Assessment – WSDOT's submittal was based on needs identified in plans and submitted by WSDOT region administrators, WSF, and M2D2 directors.
 - Legislative requests for aging – WSDOT provides feedback on how new revenue package projects might be aged – requires some prioritization to phase (like we assume fish would come first because of the injunction requirements and past legislative investment)
 - Requests from individual state and federal law makers – generally coordinated by HQ, but input from regions to establish the broad list, apply scoring model and then a conversation with execs about strategy and results
 - State budget reduction exercises (like COVID response or I-976) - preserve the highest priorities

Because there isn't a single process for handling non-routine requests, Strategy C (to identify and pilot possible models for collaboration) is very important.



Thank you



What's next?

- The Secretary of Transportation will hold a **“State of Transportation” presentation** with all MPOs/RTPOs in January
- WSDOT will develop a **biennial calendar of the budget process** to share with MPOs and RTPOs