



**Washington State
Department of Transportation**



STATE PLANNING & RESEARCH WORK PROGRAM

2025-2027 Biennium

June 2025

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ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

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Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시요.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN*Раздел VI Общественное заявление*

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы

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Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362- 4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE*Thông báo Khoản VI dành cho công chúng*

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phối Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC*إشعار للجمهور6العنوان*

في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل (WSDOT) تتمثل سياسة وزارة النقل في ولاية واشنطن القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما

(OECR) ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية 1964. هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام للحصول على. التابع لوزارة النقل في ولاية واشنطن

(360). 705-7090 أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم /معلومات إضافية بشأن إجراءات الشكاوى و (ADA)معلومات قانون الأمريكيين ذوي الإعاقة

: أو عن طريق الاتصال بالرقم المجاني wsdotada@wsdot.wa.gov يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على 711. على الرقم Relay State Washington يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة 855-362-4ADA (4232)

中文 – CHINESE

《权利法案》 Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964 年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室 (OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話

(360) 705-7090。

《美国残疾人法案》 (ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraaqa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

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INTRODUCTION

What is the SPR Work Program?

WSDOT is required by federal regulation¹ to develop a State Planning and Research (SPR) Work Program to implement planning and research requirements enacted by the U.S. Congress². An SPR Work Program is a periodic statement of proposed work and estimated costs documenting eligible activities to be undertaken by State DOTs and their subrecipients with FHWA planning and research funds. At WSDOT, we prepare a biennial work program to align with the Washington State Legislature's appropriation of these funds through their biennial budget process. WSDOT reports to FHWA on progress toward advancing the work plan and any changes once each year in September. Amendment requirements to the SPR can be found in 2 CFR 200.308.

Where do SPR Work Program funds come from?

WSDOT's SPR Work Program includes funds from the following sources:

- **Federal SPR Funds (\$41,421,075).** SPR funds come from a 2% set-aside from federal formula funds apportioned to WSDOT. The five formula fund programs subject to this set-aside include:
 - National Highway Performance Program
 - Surface Transportation Block Grant Program
 - Highway Safety Improvement Program
 - Congestion Mitigation and Air Quality Improvement Program
 - National Highway Freight Program
- **State Planning, Data & Research Funds (\$8,153,609).** Washington must match the federal SPR funds at 20% of the work program cost. Toll credits used as match are included in this category.
- **Local Funds (\$400,000).** Local spending authority used for non-federal pooled fund contributions.
- **Federal Metropolitan Planning (PL) Funds and Federal Transit Administration (FTA) Section 5303 Funds (\$20,000,000).** PL funds come from a one percent set-aside from the Highway Trust Fund. FTA Section 5303 funds are apportioned from the Highway Trust Fund (see 23 U.S.C. §104(b)). These funds are passed through to Metropolitan Planning Organizations (MPOs).
- **Other Federal Funds (\$0).** If WSDOT receives funds from federal discretionary programs related to planning, data, or research, these are also included in the SPR Work Program.

The Washington State Legislature also appropriates additional funds to achieve state planning requirements. The activities related to these additional state funds are not included in this SPR Work Program.

¹ 23 CFR Part 420

² Title 23 U.S.C

What must SPR Work Program funds be used for?

Federal regulations require at least 25% of the annual federal SPR funds to be expended for research, development, and technology transfer activities relating to highway, public transportation, and intermodal transportation systems. These regulations also identify eligible uses for SPR funds including:

- Planning activities of national significance including providing data supporting FHWA's responsibilities to the Congress and the public.
- Statewide and non-metropolitan transportation planning.
- Engineering and economic surveys and investigations.
- Planning of future highway programs and local public transportation systems and the financing of such programs and systems, including metropolitan and statewide planning.
- Development and implementation of management systems, plans, and processes.
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems.
- Research, development, and technology transfer activities necessary to plan, design, construct, manage, and maintain highway, public transportation, and intermodal transportation systems.
- Study, research, and training on the engineering standards and construction materials for highway, public transportation, and intermodal transportation systems, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use.
- Activities relating to the planning of real-time monitoring elements.

If FHWA determines the activities described in the first two bullets are being adequately addressed, federal regulation directs them to allow state DOTs "maximum possible flexibility" in the use of planning and research funds to meet highway and local public transportation planning and research, development and technology needs while ensuring legal use of such funds and avoiding unnecessary duplication of efforts.

What is WSDOT's approach to investing SPR Work Program funds?

WSDOT prioritizes federal SPR funding for activities that meet federal planning, data, and research requirements, including:





- Developing a statewide transportation plan.
- Implementing a continuing, cooperative, and comprehensive planning process.
- Establishing and reporting on required performance targets and using a performance-based approach to decision-making.
- Integrating statewide and metropolitan transportation plans and processes.
- Coordinating with local officials and regional transportation planning organizations.
- Considering the concerns of tribal governments and Federal land management agencies.
- Coordinating transportation plans, the transportation improvement program, and planning activities outside of MPOs.
- Developing and documenting a public involvement and nonmetropolitan consultative process.
- Overseeing MPO and RTPO programs.
- Adopting and using the required subset of the model inventory of roadway elements.



- Designating the freight and goods transportation system and critical urban and rural freight corridors.
- Developing a freight plan.
- Collecting, processing, and reporting data required for the Highway Performance Monitoring System.

WSDOT's SPR work program achieves WSDOT's mission by supporting safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses.

What are WSDOT's transportation planning, data and research priorities?

WSDOT prioritizes transportation planning, data, and research work that meets federal and state requirements, informs decisions, addresses the federal planning factors, and achieves Washington State's transportation policy goals. Preservation and safety are Washington's top priorities.

Washington's priorities highlighted in green	State Policy Goal RCW 47.04.280	Federal Planning Factor 23 CFR §450.206
	Preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.	Emphasize the preservation of the existing transportation system
	Safety: to provide for and improve the safety and security of transportation customers and the transportation system.	<p>Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>Increase the security of the transportation system for motorized and non-motorized users.</p>
	Stewardship: to continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.	Promote efficient system management and operations.
	Mobility: to improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.	<p>Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.</p> <p>Increase accessibility and mobility of people and freight.</p>

Washington's priorities highlighted in green	State Policy Goal RCW 47.04.280	Federal Planning Factor 23 CFR §450.206
	Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	Support the economic vitality of the U.S, the states, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency. Enhance travel and tourism.
	Environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planning growth and economic development patterns.

PART 1: PLANNING

AREA 1: System Performance and Analysis

Area 1 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 1.1: Performance and Accountability Analysis
- Subarea 1.2: Travel Demand and Economic Modeling and Analysis

SUBAREA 1.1 - PERFORMANCE AND ACCOUNTABILITY ANALYSIS

SUBAREA DESCRIPTION

WSDOT's performance and accountability work utilizes data analysis and evaluation that enables and informs performance-based decision making. Performance management builds credibility and promotes transparency through effective communication and collaboration. Performance management and accountability staff also provide quality information, performance and strategic management expertise and guidance to help others align their work with the agency's strategic plan, mitigate risk and maximize return on investment.

FEDERAL MANDATES

23 U.S.C Sec 119

23 U.S.C Sec 167

23 U.S.C Sec 148

23 U.S.C Sec 135

OBJECTIVES

- Analysis & Evaluation - Evaluate WSDOT performance to increase credibility and transparency, reduce risks, enhance quality and foster achievement of the agency's strategic plan.
- Engagement - Provide an environment that fosters positive partnerships, working together with a common vision to achieve agency strategic goals.
- Leadership - Lead through proactive and systematic execution of products and services that align with agency strategic goals.
- Performance - Champion performance excellence through strategic business planning, organizational alignment, and workforce development.
- Administration - Integrate performance with innovation and excellence to ensure programs run efficiently while balancing agency compliance.

CONTACT

Sreenath Gangula, Transportation Safety & System Analysis | Phone Number: 360-705-6888

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$1,479,520		
State	\$369,880		
Local	\$0		
Total	\$1,849,400		
FTE Count	5.3		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	<p>Transportation Performance Management (TPM) Implementation:</p> <ul style="list-style-type: none"> Collaborating with WSDOT program leads to develop and present formal target setting recommendations to WSDOT executives (Ongoing). Set annual targets for safety performance measures (August 2025, August 2026). Set biennial targets for pavement and bridge condition performance measures (October 2025). Set biennial targets for system performance, freight, congestion mitigation, and air quality performance targets (October 2026). Submit Biennial Report to FHWA (October 2026).
2	June 2027	<p>Data Processing and Analysis:</p> <ul style="list-style-type: none"> Inspect, cleanse, transform, and model data to support decision making. Ascertain availability and reliability of data, compile data and conduct data analysis for dashboards and publications. Using TRACFLOW, conduct travel data analysis and performance calculations to identify capacity deficiencies within the roadway network, support multimodal mobility reporting, before and after project analysis and other reports. Develop multimodal capacity methods to streamline transit data processing and performance evaluation.
3	June 2027	<p>Maintain Proprietary Enterprise Software: Maintain TRACFLOW software to leverage statewide traffic-flow data and evaluate performance to better analyze the transportation system, including ongoing development work to meet evolving agency needs.</p>

#	Estimated Delivery	Deliverable Description
4	June 2027	<p>Performance Management Technical Assistance and Guidance:</p> <ul style="list-style-type: none"> • Provide tactical guidance, agency wide strategic direction and policy recommendations for performance and accountability analysis by facilitating processes that lead to strategically aligned state and federal performance measures. • Provide robust performance consultant services to WSDOT executives, senior managers, divisions, regions and program staff, partners and stakeholders to eliminate silos, align programs and projects to support decision making.
5	August 2025 August 2026	<p>Highway Safety Improvement Program Implementation Plan:</p> <ul style="list-style-type: none"> • Coordinate MPO/RTPO Safe Streets for All Grants and review safety analysis. • Conduct outreach on implementation plan, content, analysis methods and procedures including a webinar on activities. • Implement Safe Systems Approach, including Safer Land Use Component of the State Highway Safety Plan (Target Zero).
6	June 2027	<p>Strategic Planning Support and Enterprise Risk Management:</p> <ul style="list-style-type: none"> • Provide support to goal leads and senior management on WSDOT activities necessary to implement WSDOTs strategic plan statewide (December 2025, December 2026). • Support risk and performance based strategic planning actions by assessing needs and potential risk to achieve WSDOT goals and objectives in WSDOT programs and projects (October 2025, October 2026). • Assess risks, including enterprise, program, asset and resiliency and planning for and implementing mitigation strategies to address ongoing threats and opportunities to the agency. (October 2025, October 2026). • Provide information to WSDOT budget building process that identifies and prioritized risks for future decisions and actions. (June 2026, June 2027).

AREA 1: System Performance and Analysis

Area 1 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 1.1: Performance and Accountability Analysis
- Subarea 1.2: Travel Demand and Economic Modeling and Analysis

SUBAREA 1.2 - TRAVEL DEMAND AND ECONOMIC MODELING AND ANALYSIS

Travel demand and economic modeling and analysis involves the development of macro, meso, and micro simulation models to forecast travel demand and conduct traffic operational analysis for various WSDOT projects and plans. Modeling and analysis staff provide expertise for scoping and cost estimation, review consultant's models, conduct analyses and prepare reports. Analysts use Regional Economic Model, Inc. (REMI) software for economic impact modeling for WSDOT projects and plans, including benefit cost analysis and regional economic analysis. They also develop models for analyzing conceptual scenarios for various plans that investigate interactions between transportation, land use, economic activities and demography. Additionally, they analyze travel data to develop performance measures for state highway segments and the system as a whole.

FEDERAL MANDATES

23 CFR 450.208	49 U.S.C Sec 5301	23 U.S.C Sec 135
23 CFR 450.206	23 U.S.C Sec 150	

OBJECTIVES

- Meet federal requirements for WSDOT to adopt a performance-based approach to transportation decisions.
- Develop and maintain data aggregation and analysis tools for statewide system performance measurement.
- Provide travel demand modeling and expertise to WSDOT's projects and regions.
- Analyze data, lead special transportation studies, and manage consultant contracts for special projects including various types of modeling.
- Provide project cost estimation tool and develop models for assessing broader economic impacts of transportation projects and policies.
- Provide guidance on the application of current modeling techniques required by transportation planning, corridor planning, engineering, and performance measurement activities.
- Travel demand and economic modeling help WSDOT make decisions among competing projects during the planning stage by analyzing future operational characteristics.

CONTACT

Natarajan Janarthanan, Multimodal Planning & Data Division | Phone Number: 206-390-3922

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$656,160		
State	\$164,040		
Local	\$0		
Total	\$820,200		
FTE Count	2.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Serve on national and regional committees focused on relevant transportation-related research and analysis and manage research and studies.
2	June 2027	Maintain access to travel demand modeling and traffic operational simulation software for WSDOT projects and regions. This includes paying annual software maintenance costs to the vendors.
3	June 2027	Provide project oversight and assist educational institutions and consultants in writing reports for executive management.
4	June 2027	Provide expertise and technical assistance or perform travel demand modeling, dynamic traffic assignment and traffic operational simulation modeling for traffic forecasting, engineering analyses, corridor studies and toll projects.
5	June 2027	Coordinate with other offices to review and update statewide, regional and corridor level operational performance (e.g., Multimodal Mobility Report, Freight and Goods Transportation System).
6	June 2027	Maintain an in-house planning-level cost estimation (PLCE) tool for planning and project support. This tool provides planning-level cost estimates for projects and conceptual alternatives for corridor studies, as well as benefit-cost analyses to assist in selecting projects and/or alternatives that provide the most significant improvements to the transportation network relative to cost. The products of this effort include update of the tool and associated data and manual, training staff from other divisions on the use of the PLCE tool and help with application of PLCE tool for transportation projects.
7	June 2027	Model short-term and long-term operational and economic effects of proposed transportation projects and policies. Products will include helping economic modeling using Regional Economic Model, Inc. (REMI) for WSDOT projects. The number of projects varies based on the need.

AREA 2: Transportation Data, Analysis, and Stewardship

Area 2 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 2.1: Travel Data Collection, Processing, Analysis and Reporting
- Subarea 2.2: Crash Data Collection, Analysis and Reporting
- Subarea 2.3: Enterprise GIS Services and Roadway Data Collection, Analysis and Reporting
- Subarea 2.4: Information Technology Development and Support

SUBAREA 2.1 - TRAVEL DATA COLLECTION, PROCESSING, ANALYSIS AND REPORTING

Collect, maintain, analyze, and report motorized vehicle usage data for the state's highway system to meet state and federal planning needs. Collect bicycle and pedestrian usage data for both roads and trails within the state. Capture and maintain video imagery of the state highway system.

FEDERAL MANDATES

23 U.S.C 135

OBJECTIVES

- Acquire, deploy, and maintain traffic counting hardware and equipment for short-duration counts and permanent installations to capture system usage data such as vehicle volumes, speeds, and weights.
- Collect travel data using automated and short-duration counters consistent with federal reporting requirements and state planning needs. Collect bicycle and pedestrian usage data using automated counters on roadways and trails within the state. Process travel data and apply temporal and axle-correction factors as appropriate to create reliable annual roadway usage statistics.
- Design and steward internal and external data reporting systems, as well as data transformation and analysis tools to meet the travel data needs of the public, the department, and other state agencies.
- Calculate interim liquidated damages for construction projects that will close lanes, close shoulders, or interrupt Intelligent Transportation System (ITS) equipment.
- Collect 360-degree imagery of the state highway system, providing this imagery through an interface that associates it with the Department's roadway geometry and feature data. This tool has many uses, such as allowing engineering staff to do preliminary site assessments from their desks.

CONTACT

Natarajan Janarthanan, Multimodal Planning & Data Division | Phone Number: 206-390-3922

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$ 7,331,600		
State	\$1,832,900		
Local	\$0		
Total	9,164,500		
FTE Count	35.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Calculate interim liquidated damages for construction projects as needed for departmental contracts. The number of projects supported through this task varies by year, but averages 95 per year.
2	June 2027	Collect, process, analyze and report short-duration vehicle volume, classification and turning movement data in a manner and extent consistent with federal requirements and departmental needs. Examples of uses include annual federal data submittals for the Highway Performance Monitoring System (HPMS) and bridge & tunnel programs. Various data extractions are available through the department's business intelligence software and interactive public-facing tools. The number of short duration counts required to comply with federal reporting guidelines is roughly 1,500 per year.
3	June 2027	Collect, process, analyze and report vehicle volume, speed and classification data from more than 170 permanent traffic recorders (and weight data from a small subset of these) in a manner and an extent consistent with federal requirements and departmental needs. Examples of uses include annual federal data submittals for Highway Performance Monitoring System (HPMS), the bridge & tunnel programs, etc. Various data extractions are available through the department's business intelligence software.
4	June 2027	Collect imagery for the entirety of the mainline, spur, couplet, alternate route and reversible lane portions of the state highway system. This imagery is made available through the State Route Viewer (SR View) application. Typically, half of the state route system is filmed each year. The total center lane miles that will be filmed in a year will range between 3,200 to 3,800 miles.

AREA 2: Transportation Data, Analysis, and Stewardship

Area 2 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 2.1: Travel Data Collection, Processing, Analysis and Reporting
- Subarea 2.2: Crash Data Collection, Analysis and Reporting
- Subarea 2.3: Enterprise GIS Services and Roadway Data Collection, Analysis and Reporting
- Subarea 2.4: Information Technology Development and Support

SUBAREA 2.2 - CRASH DATA COLLECTION, ANALYSIS AND REPORTING

As the authoritative source of crash data for Washington state, WSDOT ensures the timely and accurate collection, analysis and dissemination of crash data which includes incidents involving vehicles, pedestrians, and bicyclists. This data supports numerous efforts such as the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (Target Zero) and Complete Streets. This data is essential for federal, state and local planning and research efforts along with identifying safety improvements to decrease fatalities and serious injuries on all Washington public roadways. This data is also used to ensure the safe movement of people and freight throughout our state and fosters livable communities and economic vitality.

FEDERAL MANDATES

23 U.S.C Sec 148

OBJECTIVES

- Provide timely, accurate, and complete crash data within 90 days of the date of the crash to federal and state agencies, state and local traffic engineers as well as fulfilling public disclosure requests received from the public, media, legislature, research institutions and others within the boundaries of RCW 42.56 while ensuring the protection afforded under 23 U.S.C Sections 149, 148 and 409.
- Provide expert level stewardship, support and management of WSDOT's Crash Data Mart and Crash Data Portals both public and restricted.
- Provide technical support and training to WSDOT planners, engineers and MPO/RPTO representatives and other federal and state safety partners.
- Participate on the multi-agency initiative to replace the Statewide Electronic Crash and Ticketing Online Records (SECTOR) application used by law enforcement to submit crash reports and tickets electronically.
- Explore new methods to obtain vulnerable road user data to supplement the crash data such as Washington health records and the use of video analytics to identify near misses at an intersection or corridor.

CONTACT

Warren Stanley, Multimodal Planning & Data Division | Phone Number: 360-570-2497

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$3,058,480		
State	\$764,620		
Local	\$0		
Total	\$3,823,100		
FTE Count	16.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Provide monthly crash data feeds of all reportable crashes on Washington public roadways along with technical support to the County Road Administration Board as well as all local county and city jurisdictions for their engineering and planning needs and implementation of the Safe System Approach and Complete Streets initiatives to decrease fatalities and serious injuries on Washington's public roadways.
2	June 2027	Provide weekly crash data feeds of all reportable crashes on Washington public roadways along with technical support to the Washington State Patrol (WSP) for their Collision Access Tool (CAT) and their Commercial Carrier SAFETYNET tool to meet their federal reporting requirements to the Federal Motor Carrier Safety Administration. WSP utilizes the data created by WSDOT to make informed decisions on where to implement emphasis patrols and other law enforcement countermeasures.
3	June 2027	Provide daily crash data feeds of all reportable crashes occurring on Washington public roadways along with technical support to the National Highway Safety Administration (NHTSA) for inclusion in their Electronic Data Transfer (EDT) Program. This Data will also support the FARS and CRSS systems.
4	June 2027	Provide crash summary reports and technical support to WSDOT's Transportation Safety & Systems Analysis Office (TSSA) and all metropolitan planning organizations/regional transportation planning organization (MPOs/RTPOs) to support the development and reporting of their MAP-21 Safety Performance Measures as outlined in 23 U.S.C Section 148.
5	April 2026 April 2027	Complete the processing and analysis of the annual crash data file which includes all reportable crashes occurring on Washington public roadways for use by numerous federal and state agencies and researchers for their safety, planning and engineering business needs.

#	Estimated Delivery	Deliverable Description
6	June 2027	Provide suspected serious injury crash data on a quarterly basis along with technical support to the Washington Traffic Safety Commission for the Washington Strategic Highway Safety Plan known as Target Zero and the implementation of the Safe System Approach.
7	June 2027	Partner with other WSDOT offices and outside partners to create and publish an intersection table that will allow crashes to be associated to an intersection or interchange and provide an inventory of the assets of the intersection or interchange.
8	June 2027	WSDOT will collaborate with the Department of Health and the Office of Financial Management to explore opportunities to integrate WSDOT's crash data record with the state's injury surveillance data to enhance the statewide crash database to address the underreporting of crashes involving vulnerable road users.
9	May 2026 May 2027	Funds (\$50,000) will be passed through to WaTech (Washington Technology Solutions) to support the Justice Information Network Data Exchange (JINDEX), which is responsible for routing electronic tickets and crash reports to all agencies that require the data to meet their business obligations. Timely, complete, and accurate electronic crash data is essential to support WSDOT's goal of reducing serious injuries and fatalities on Washington state roadways. \$25,000 will be provided in May for each fiscal year of the biennium.
10	June 2027	Collaborate with the Washington State Patrol to implement the TraCS software that will help ensure the timely, accurate and complete submission of crash reports and citations from law enforcement electronically.
11	June 2027	Fulfill the approximately 1,500 public disclosure requests for crash data received by WSDOT on an annual basis. In addition, provide technical support to researchers, local jurisdiction consultants, tribes and the general public regarding those public disclosure requests.
12	June 2027	Review and analyze the approximate 130,000 crash reports investigated and submitted by local, state and federal law enforcement for all crashes occurring on Washington state roadways. WSDOT will analyze each report and derive a crash data record to be included in WSDOT's statewide crash database.
13	June 2027	Review the crash data elements and attributes collected by WSDOT and compare them to the 6th Edition of the Model Minimum Uniform Crash Criteria (MMUCC). WSDOT will then determine if it will capture any data element or attribute that is currently not collected and implement those elements or attributes to better align with the 6th Edition of MMUCC.
14	June 2027	WSDOT will continue to work with the Tulalip Tribes in the collection and processing of crash reports submitted by the Tulalip Tribal Police. WSDOT will collect analyze and enter this data in its statewide crash database and provide crash data back to the Tribes while protecting the sovereignty of the Tribes.

#	Estimated Delivery	Deliverable Description
15	June 2027	WSDOT will reach out to Tribes in Washington state to inform them of WSDOT crash data support it provides that will allow the Tribe to receive timely, accurate and complete crash data while protecting the sovereignty of the Tribe.
16	June 2027	WSDOT will modernize its Crash Data Mart reporting and Crash Data Portal by converting WSDOT's reporting system from Cognos to Microsoft Power BI. WSDOT will also implement a modernized Crash Data Dashboard that will include enhanced reporting for fatal and serious injury crashes that support the States Safe System approach.

AREA 2: Transportation Data, Analysis, and Stewardship

Area 2 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 2.1: Travel Data Collection, Processing, Analysis and Reporting
- Subarea 2.2: Crash Data Collection, Analysis and Reporting
- Subarea 2.3: Enterprise GIS Services and Roadway Data Collection, Analysis and Reporting
- Subarea 2.4: Information Technology Development and Support

SUBAREA 2.3 - ENTERPRISE GIS SERVICES AND ROADWAY DATA COLLECTION, ANALYSIS AND REPORTING

SUBAREA DESCRIPTION

This team leads the agency's enterprise GIS technical architecture, application development, support services, governance, and fundamental roadway network data stewardship. These geospatial resources, services, and data enable multimodal planning, project development, and maintenance decision making within WSDOT and the Federal Highway Administration. We maintain the agency's roadway network inventory as a mapped linear referencing system (LRS) dataset with associated geometric, safety, condition, use, and classification descriptors. We compile, analyze, report, and certify key roadway data to meet multiple state and federal planning business needs and reporting requirements, including those for Federal Functional Classification, and Highway Performance Monitoring System (HPMS).

FEDERAL MANDATES

23 CFR Part 460	23 CFR Part 924	23 U.S.C Sec 119
23 CFR Part 658	23 CFR Part 490	23 CFR Part 470

OBJECTIVES

- Compile, analyze, report, and certify key roadway data to meet multiple state and federal planning business needs and reporting requirements, including those for Federal Functional Classification, HPMS, and the Model Inventory for Roadway Elements (MIRE).

- Lead agency enterprise GIS administration, support, development, and governance to enable transportation system planning, development, operations, and maintenance activities across all regions and headquarters, including public engagement and outreach.
- Migrate and modernize enterprise GIS technology, applications, data, and uses to align with evolving industry and agency technology standards and strategic directions.
- Maintain and support existing GIS applications, tools, and web-based resources for agencywide use. Maintain the agency Linear Referencing System for state and federal highways.

CONTACT

Elizabeth Lanzer, Multimodal Planning & Data Division | Phone Number: 360-596-8925

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$7,972,080		
State (Cash) (Toll Credit)	\$1,268,020 \$580,000		
Local	\$0		
Total	\$9,820,100		
FTE Count	19.8		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Functioning and efficient operational Geographic Information System (GIS) technology resources for agencywide use by a statewide workforce.
2	June 2027	GIS user support services and web-based GIS resource system administration for migrating end users to web-based GIS solutions and named-user licensing.
3	March 2026 March 2027	Annual State Highway Log is required by RCW 47.17.001. This report is updated every year in March to reflect roadway changes in the previous year.
4	April 2026 April 2027	Annual GIS-enabled Linear Referencing System and roadway characteristics datasets are required as part of Federal Highway Administration Highway's Performance Monitoring System (FHWA's HPMS) reporting under 23 CFR 460.2. An annually updated dataset is produced each April to reflect roadway changes in the previous year.

#	Estimated Delivery	Deliverable Description
5	April/June 2026 April/June 2027	Annual Highway Performance Monitoring System Highway Performance Monitoring System (HPMS) data submittals are required by Federal Highway Administration (FHWA) under 23 CFR 460. Every year we are required to submit two different sets of data, one on April 15, 2026, and one on June 15, 2027.
6	June 2026 June 2027	Annual Certified Public Road Mileage is required by Federal Highway Administration (FHWA) under 23 CFR 460.3(b). We are required to certify an updated value every year by June 1.
7	June 2026 June 2027	Annual certification of state routes through cities and towns. RCW 47.24.010 requires us to update this notification every year by July 15.
8	January 2026 January 2027	Updates to public roadway Federal Functional Classification and National Highway System (NHS) designations are required by Federal Highway Administration (FHWA) under 23 CFR 470.105. This includes processing requests to assign or update designations and submitting those for FHWA approval and publishing annual updates as publicly available GIS data sets. We target completing requests at the end of each calendar year so we can finalize the data for annual HPMS reporting.
9	June 2027	Support and enhance over 30 existing geospatial applications and tools used by multiple agency business groups or the public for functions such as safety data collection, multimodal community planning coordination, environmental assessment and highway maintenance operations.
10	June 2027	Provide GIS project management and business analysis services for significant GIS data and tool development efforts.
11	June 2027	Migrate State Route Linear Referencing System (LRS) and roadway inventory data management to Geographic Information System (GIS) platform.
12	January 2027	Automate Highway Performance Monitoring System (HPMS) tabular data compilation processes to SQL Server-based solutions.
13	January 2026	Complete agency intersection database design and implementation plan.
14	June 2027	Establish a database on roadway intersections to use by multiple agency business groups.

AREA 2: Transportation Data, Analysis, and Stewardship

Area 2 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 2.1: Travel Data Collection, Processing, Analysis and Reporting

- Subarea 2.2: Crash Data Collection, Analysis and Reporting
- Subarea 2.3: Enterprise GIS Services and Roadway Data Collection, Analysis and Reporting
- Subarea 2.4: Information Technology Development and Support

SUBAREA 2.4 - INFORMATION TECHNOLOGY DEVELOPMENT AND SUPPORT

SUBAREA DESCRIPTION

IT experts Provide project management, develop applications, act as a liaison between the Transportation Data, GIS & Modeling Group (TDGMG) and the Technology Services Division (TSD), and provide technical support for the collection, storage, processing and reporting of Crash, Travel Analysis and Roadway Office data in support of their federal and state mandates. They also develop and support a small number of applications for the MPDD. Additionally, they work with the State Auditor's Office and the Office of the Chief Information Officer (OCIO) to investigate, validate and document compliance with new and existing policies and procedures as it relates to the acquisition, storage, processing and dissemination of data for Category 2 and 3 data elements.

FEDERAL MANDATES

23 U.S.C Sec 405	23 CFR Part 490
23 U.S.C Sec 119	23 U.S.C Sec 148

OBJECTIVES

- Provide project management, application development, and support for the collection, storage, processing and reporting of Crash, Travel Analysis and Roadway Office data in support of their federal and state mandates.
- Develop and maintain certain modern applications for the MPDD.
- Improve the security of these systems in accordance with the State Auditor's Office as well as compliance with the Office of the Chief Information Officer (OCIO) policies and procedures.
- Upgrade and modernize existing applications as necessary to ensure they are kept current as deficiencies are identified from either a technology or security standpoint.

CONTACT

Bob Maxwell, Information Technology | Phone Number: 360-705-7705

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$810,560		
State	\$202,640		
Local	\$0		

Revenue Source	Baseline	Year 1	Year 2
Total	\$1,013,200		
FTE Count	3.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Enhance the restricted Crash Data Portal to include expanded crash filtering and GIS capabilities. The enhancements will facilitate the ability of regional transportation planning organizations (RTPOs), metropolitan planning organizations (MPOs) and state and local engineers to satisfy requirements for transportation plans and programs as stipulated by U.S.C 23 Section 148.
2	June 2027	Test and deploy a new application that will allow the Crash Branch to perform Suspense File Processing using modern tools, rather than within the legacy mainframe environment. This will allow analysts to quickly relocate collisions after a road is realigned. Migrating crash data processing to a modern environment is part of the WSDOT's effort to replace its legacy mainframe systems.
3	June 2027	Enhance the functionality of a modernized web site used by cities and counties to enter data into the Highway Performance Monitoring System (HPMS). The application utilizes modern technology and security methods and will facilitate the transfer of data from city and county analysts to HPMS. Enhancements will include expanded mapping/GIS capabilities, exporting and importing features.
4	June 2027	Maintain high availability of the systems required to collect, store, process and report those data elements needed by either the Crash, Travel Analysis or Roadway Branches enabling them to successfully complete their work.
5	June 2027	Work with the Crash Branch as needed to assist in fulfilling highly complex public disclosure requests.
6	June 2027	Enhance and maintain a database-driven SPR reporting application for the MPDD. This application allows managers to store and submit their individual subarea reports and updates. System managers can then approve and publish SPR reports directly from within the application. The application allows WSDOT to more efficiently submit biennial SPR documents and annual reports required by FHWA.
7	June 2027	Work with data stewards and Data Management Services to replace roadway data and processes currently residing in the legacy mainframe environment with modern databases and applications.

#	Estimated Delivery	Deliverable Description
8	June 2027	Replace two processes currently used to update crash records with location information from the mainframe system. Migrating crash data processing to a modern environment is part of WSDOT's effort to replace its legacy mainframe systems.
9	June 2027	Assist the Enterprise Technology Board project team with the HPMS-LRS Modernization project and the Enterprise Intersection Data System. The information that will become available through both of these projects will be needed to meet yearly requirements for Highway Performance Monitoring System (HPMS) and reporting to FHWA. Technical consultations and quality assurance (QA) of data migrated from legacy systems will be required on a regular basis.
10	June 2027	Support and enhance State Route Viewer (SRview) applications, including the storage, retrieval and archiving of images from each mile post throughout the state highway system. Assist with the evaluation and/or preparation for possible integration of images generated through Mobile LiDAR systems.
11	June 2027	Work with Cybersecurity and Server Support to secure all systems and data from outside attacks and breaches. This is a mandatory requirement for all IT groups within the Technology Services Division (TSD).
12	June 2027	Work with Transportation Data, GIS, and Modeling Group (TDGMG), Technology Services Division (TSD), and a contractor to replace Cognos reports with Power BI reports for the Crash, Traffic and Roadway branches.
13	June 2027	Modify the daily crash data feed to the National Highway Traffic Safety Administration (NHTSA).
14	June 2027	Assist with the replacement of the Washington State Patrol's SECTOR application with TRaCS (National Model from Technology Enterprise Group). The replacement process will require technical meetings as well as planning meetings to complete.

AREA 3: Statewide Multimodal Planning

Area 3 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 3.1: Statewide Long-Range Transportation Planning and Implementation
- Subarea 3.2: Active Transportation Planning and Policy Development
- Subarea 3.3: Rail, Freight & Ports

SUBAREA 3.1 - STATEWIDE LONG-RANGE TRANSPORTATION PLANNING & IMPLEMENTATION

SUBAREA DESCRIPTION

WSDOT develops and implements long-range statewide plans to meet state and federal requirements. The Washington Transportation Plan, Phase 2, adopted in April 2018, meets the federal long-range statewide transportation planning requirements and the state multimodal transportation plan requirements. It also implements the Washington Transportation Plan, Phase 1, the state policy plan prepared by the Washington Transportation Commission.

Pending funding, WSDOT will update the federally compliant long-range transportation plan this biennium, including coordination and alignment with other plans at WSDOT (e.g.: ferries, highways, rail, aviation, freight, active transportation, public transportation). Each plan update is an opportunity to both implement Phase 2 and prepare for its next update. WSDOT will also continue to implement the 2024 Highway System Plan. Decision makers rely on the recommendations from WSDOT plans to inform future planning, scoping, programming, and design decisions

WSDOT provides transportation planning data to and coordinates statewide planning activities with MPOs, tribes, federal land management agencies, and other transportation stakeholders. Additionally, WSDOT implements the agency's documented public involvement process to establish early and continuous public involvement opportunities and provide timely information about transportation issues and decision-making processes.

FEDERAL MANDATES

23 U.S.C Sec 135	23 CFR 450.206
23 CFR 450.210	23 CFR 450.208

OBJECTIVES

- Update the federally compliant long-range statewide transportation plan and prepare for its implementation by coordinating, integrating and aligning it with other statewide plans.
- Implement the Highway System Plan.
- Provide statewide transportation planning data to and coordinate statewide planning activities with MPOs, tribes, federal land management agencies, and other transportation stakeholders.
- Lead and guide inclusive community engagement across the state to implement the agency's Community Engagement Plan, strategic plan, and state law.

CONTACT**Jeremy Jewkes**, Multimodal Planning & Data Division | Phone Number: 360-705-7508**SUMMARY REVENUES**

Revenue Source	Baseline	Year 1	Year 2
Federal	\$1,559,715		
State (Cash) (Toll Credits)	\$157,429 \$186,000		
Local	\$0		
Total	\$1,903,144		
FTE Count	5.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	January 2027	Deliver an update to the federally compliant long-range statewide transportation plan, pending funding authorization.
2	June 2027	Guide, inform and participate in other statewide plans for the purpose of implementing the federal long-range transportation plan and coordinating statewide planning activities with metropolitan planning organizations (MPOs), Tribes, federal land management agencies and other interested parties.
3	June 2027	Support community engagement efforts including implementing the Community Engagement Plan, participating in agency and interagency working groups, updating FHWA, and developing and sharing community engagement training and resources.
4	June 2027	Maintain and continuously improve WSDOT's Community Planning Portal to provide statewide transportation data to metropolitan planning organizations (MPOs), Tribes, federal land management agencies and other transportation stakeholders.
5	June 2027	Implement the Highway System Plan through budget requests, project selection, planning guidance, performance targets and external communications.

AREA 3: Statewide Multimodal Planning

Area 3 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 3.1: Statewide Long-Range Transportation Planning and Implementation
- Subarea 3.2: Active Transportation Planning and Policy Development
- Subarea 3.3: Rail, Freight & Ports

SUBAREA 3.2 - ACTIVE TRANSPORTATION PLANNING AND POLICY DEVELOPMENT

SUBAREA DESCRIPTION

The Active Transportation Director leads and manages the work of the Active Transportation Division. This includes dissemination of the Washington State Active Transportation Plan and implementation. The Active Transportation Plan prioritizing methods and decision tools will be integrated into WSDOT planning, project development and maintenance practices. Coordination with local agencies will foster active transportation network connections for all Washingtonians.

Other work includes facilitating in the development and adoption of new speed limit setting and speed management practices and/or policy as well as updating the pedestrian and bicyclist chapter of the Washington State Strategic Highway Safety Plan (Target Zero).

FEDERAL MANDATES

23 U.S.C Sec 148	23 CFR 450.206
23 U.S.C Sec 119	23 CFR 450.208

OBJECTIVES

- Develop policies to identify and prioritize steps to complete the active transportation network.
- Support implementation of the Safe Systems Approach in agency policies and practice.
- Evaluate how well active transportation systems serve all Washingtonians.
- Increase the percentage of everyday short trips made by walking or bicycling.
- Collaborate and coordinate with local, regional, state, tribal, and federal partners to improve conditions for people who walk and bike.

CONTACT

Barb Chamberlain, Active Transportation | Phone Number: 509-869-2949

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$708,880		
State	\$177,220		
Local	\$0		
Total	\$886,100		
FTE Count	2.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Updates to WSDOT's decision making guidance, manuals and policies regarding active transportation. Lead coordination of process changes required for Complete Streets implementation.
2	June 2027	Implementation of the Target Zero Plan, updated in 2023-2025, including development of guidance and practices to promote safe land use and safe speeds.
3	June 2027	Local agency active transportation plan development. Coordinate with local agencies to foster plan development to inform active transportation network connection decisions.
4	June 2026	Prepare WSDOT's Active Transportation Plan (ATP) implementation report.
5	June 2027	Implementation of WSDOT's ATP. Integrate core concepts from the active transportation plan into other WSDOT planning efforts, project development, performance metric analysis and other business practices.
6	June 2027	Prepare and disseminate communication materials incorporating active transportation, Safe System Approach and positive traffic safety culture framing focused on transportation systems that work for everyone.
7	June 2027	Conceptual planning for a statewide bikeways/trails network and program development for a team to lead this effort.

AREA 3: Statewide Multimodal Planning

Area 3 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 3.1: Statewide Long-Range Transportation Planning and Implementation
- Subarea 3.2: Active Transportation Planning and Policy Development
- Subarea 3.3: Rail, Freight & Ports

SUBAREA 3.3 - RAIL, FREIGHT AND PORTS*SUBAREA DESCRIPTION*

Develop federally required planning studies and engage in activities relevant to the rail, freight and port industries. The Rail, Freight and Ports (RFP) division will update the state freight plan to align with the national freight strategic plan, examine trends, issues, needs and develop strategies, including updating freight corridor classification and truck parking coordination. The rail planning work develops future service goals and objectives for the state's rail network, intercity passenger rail program and short line rail system. Freight planning efforts will continue to expand data collection, analysis and reporting of freight data, including coordinating truck parking initiatives.

FEDERAL MANDATES

23 U.S.C Sec 167

23 CFR 450.208

23 CFR 450.210

OBJECTIVES

- Update the state freight plan using SPR funds to meet state and federal requirements by:
 - Aligning state freight plan with National Freight Strategic Plan.
 - Examining multimodal trends, issues, needs and develop strategies.
 - Defining truck parking and freight investment priorities.
 - Engaging freight stakeholders and agency offices in freight plan development.
 - Collaborating with the Freight Mobility Strategic Investment Board.
- Update the state rail plan using SPR funds to meet state and federal requirements by:
 - Developing vision, goals, objectives for the state's rail network.
 - Developing a rail investment plan.
 - Coordinating data analysis with other plans and studies e.g., I-5 Master Plan, High Speed Rail Service Development Plan, Lower Snake River Dam Study.
- Develop future service goals and objectives for the intercity passenger rail program using SPR funds by:
 - Conducting intercity passenger rail and multimodal market analysis.
 - Developing Amtrak Cascades service scenarios.
 - Developing growth alternatives and identifying investment options.
- Update the Washington State Freight and Goods Transportation System (FGTS) procedures by performing the following activities using SPR funds:
 - Improving freight data collection and analysis to include urban and rural county freight data.
 - Establishing volume and tonnage benchmarks due to the pandemic.
 - Engaging local, regional, and state government entities in the update process.
- Develop a multistate truck parking detection and information dissemination system using SPR funds by:
 - Coordinating with WSDOT offices and regions to develop, manage, and construct a Truck Parking Information Management System (TPIMS) along the I-5 corridor.
 - Coordinating with Oregon, California, and FHWA in the deployment of the TPIMS system.
 - Meeting federal reporting requirement subject to the terms and conditions of the grant.

CONTACT

Jason Beloso, Rail, Freight & Ports Division | Phone Number: 206-464-1259

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$1,069,600		
State	\$267,400		
Local	\$0		
Total	\$1,337,000		
FTE Count	4.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	October 2026	Complete the update to the State Freight Plan.
2	March 2026	Complete the update to the State Rail Plan.
3	June 2027	Conduct Service Development Plan
4	December 2025	Update Freight and Goods Transportation System.
5	June 2027	Implement Truck Parking Information Management System (TPIMS).

AREA 4: Statewide Multimodal Planning

Area 4 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subarea:

- Subarea 4.1: MPO/RTPO Program Stewardship and Coordination

SUBAREA 4.1 - MPO/RTPO PROGRAM STEWARDSHIP AND COORDINATION

SUBAREA DESCRIPTION

An MPO is a federally mandated organization of representatives from local government and transportation agencies in urbanized areas that have a population of 50,000 or more. MPOs provide a forum for local decision-making on transportation issues of a regional nature. The metropolitan planning process promotes consistency between transportation improvements and state and local planned growth and economic development patterns. MPOs cover urbanized areas only and receive federal funding in support of their planning efforts.

Federal rules require WSDOT to provide fiduciary oversight and stewardship for the MPOs. State law and rules require WSDOT to perform similar functions for Regional Transportation Planning Organizations (RTPOs), which are fully funded by the state. When the MPO is acting as lead for the RTPO, it uses state funding. When it is acting as lead for an MPO, it uses federal funding. There are 12 MPOs in the state, and 10 of these serve as the RTPO lead agency.

As the steward of federal metropolitan planning funding in Washington state, WSDOT has the responsibility to oversee and coordinate the work done by MPOs and RTPOs. In partnership with the MPOs and RTPOs, WSDOT ensures that a continuing, cooperative, and comprehensive transportation planning process is used to identify funding priorities for the transportation system. This section also identifies how WSDOT will coordinate transportation planning activities with nonmetropolitan planning partners.

FEDERAL MANDATES

23 CFR Part 420

23 U.S.C Sec 134

OBJECTIVES

- Guide the work of each MPO/RTPO and foster working relationships among all levels of government to ensure compliance with 23 CFR 450 and improve long-range transportation planning practices in Washington.
- Facilitate the MPO/RTPO/WSDOT Coordinating Committee, which is a forum of representatives from WSDOT headquarters, regions, and external partners that works to improve data sharing, compliance with federal requirements, and consistency among regional and statewide plans.
- Coordinate with tribes, RTPOs and WSDOT Regions on transportation planning activities to fulfill WSDOT's requirements to consult with nonmetropolitan local officials as specified in 23 CFR 450.210.

CONTACT

Anna Ragaza-Bourassa, Multimodal Planning & Data Division | Phone Number: 509-953-9766

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$1,250,880		
State	\$312,720		
Local	\$0		
Total	\$1,563,600		
FTE Count	5.3		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Ensure proper agreements are in place with each MPO, including metropolitan planning and funding agreements.
2	June 2027	<p>Unified Planning Work Program (UPWP) oversight to include the following:</p> <ul style="list-style-type: none"> Collaborate with federal partners to provide UPWP guidance to the MPOs by December 31st every year for the following state fiscal year (SFY). Schedule and attend in-person or remote UPWP review meetings. These dates have been agreed upon with our regional planning partners. Distribute final UPWPs to FHWA/FTA for approval upon receipt after MPO policy board adoption. These dates have been determined by FHWA and FTA for their approval process.
3	June 2027	<p>Transportation Improvement Program (TIP) approval and maintenance to include the following:</p> <ul style="list-style-type: none"> Approve MPO self-certification forms in accordance with the approval of MPO TIPs. TIPs are due in October. Review and approve MPO TIPs for the upcoming four-year period. TIPs are due in October to align with the Statewide Transportation Improvement Program (STIP) FHWA/FTA approval schedule. Process and approve MPO TIP amendment to align with the FHWA/FTA STIP amendment approval schedule.
4	June 2027	<p>Provide fiduciary oversight to MPOs to include the following:</p> <ul style="list-style-type: none"> Funding distribution process and notifications. Process requests for reimbursement from each MPO in accordance with 2 CFR.200 and established funding agreements.

#	Estimated Delivery	Deliverable Description
5	June 2027	Assist Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the review and certification of each Transportation Management Area (TMA). These certifications occur on a four-year cycle with Puget Sound Regional Council (PSRC) and Thurston Regional Planning Council expected to occur this biennium.
6	June 2027	Organize quarterly coordination meetings with MPOs/RTPOs/WSDOT/FHWA and FTA.
7	June 2027	Participate in MPO policy board, advisory committee meetings and other regional coordination efforts (i.e. International Mobility and Trade Corridor Program (IMTC) as needed. Provide support, assistance and/or data as needed.
8	June 2027	Organize and participate in Air Quality Conformity Interagency Consultation meetings. This is an annual process that aligns with the Transportation Improvement Program (TIPs) approvals for MPOs that require FHWA/FTA transportation conformity determinations.
9	June 2027	Support the development of each metropolitan/regional transportation plan as they are updated.
10	June 2027	Participate in statewide Tribal Transportation Planning Organization (TTPO) meetings and Tribal Transportation conferences.
11	June 2027	Periodic evaluation of facilities repeatedly receiving federal emergency relief funds for repair and reconstruction activities. This work ensures that reasonable alternative analysis and consideration of findings is occurring at these locations consistent with requirements found in 23 CFR 667.
12	June 2027	Facilitate the review and recommendation of potential route jurisdiction transfers.
13	June 2027	Review the regulatory framework related to MPOs and RTPOs. Propose and develop improvements to the program and produce a guidebook.

The following table illustrates the SPR funds that will be passed through to MPOs in Washington state.

Metropolitan Planning Organization	SFY 2026: FHWA PL Funds	SFY 2026: FTA Section 5303	SFY 2027: FHWA PL Funds	SFY 2027: FTA Section 5303	2025-2027 Biennium Total
Benton Franklin Council of Governments	\$363,000	\$126,000	\$362,000	\$126,000	\$977,000
Chelan - Douglas Transportation Council	\$195,000	\$48,000	\$194,000	\$48,000	\$485,000
Cowlitz - Wahkiakum Council of Governments	\$154,000	\$30,000	\$154,000	\$30,000	\$368,000
Lewis Clark Valley MPO	\$64,000	\$11,000	\$63,000	\$11,000	\$149,000
Puget Sound Regional Council	\$4,222,000	\$1,637,000	\$4,219,000	\$1,637,000	\$11,715,000
Skagit Council of Governments	\$199,000	\$50,000	\$199,000	\$50,000	\$498,000
Southwest Washington Regional Transportation Council	\$535,000	\$200,000	\$536,000	\$200,000	\$1,471,000
Spokane Regional Transportation Council	\$607,000	\$208,000	\$605,000	\$208,000	\$1,628,000
Thurston Regional Transportation Council	\$321,000	\$96,000	\$321,000	\$96,000	\$834,000
Walla Walla Valley MPO	\$148,000	\$27,000	\$147,000	\$27,000	\$349,000
Whatcom Council of Governments	\$275,000	\$78,000	\$273,000	\$78,000	\$704,000
Yakima Valley Conference of Governments	\$324,000	\$87,000	\$324,000	\$87,000	\$822,000
Total Metropolitan Planning Organizations	\$7,407,000	\$2,598,000	\$7,397,000	\$2,598,000	\$20,000,000

AREA 5: Local, Network and Corridor Planning

Area 5 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subarea:

- Subarea 5.1: Region Transportation Planning

SUBAREA 5.1 – REGION TRANSPORTATION PLANNING

SUBAREA DESCRIPTION

Support regions as they conduct the required continuing, comprehensive, and cooperative transportation planning and public involvement process. This work includes informing local comprehensive plans and participating in regional planning to coordinate on local and regional policies and regulations that impact state transportation facilities; conducting community engagement; and planning for complete streets, resilience, and safe systems.

FEDERAL MANDATES

23 CFR 450.206

23 CFR 450.208

23 CFR 450.210

OBJECTIVES

- Participate in local and regional planning processes by reviewing and providing input on plans and regulations.
- Conduct community engagement.
- Coordinate with local and regional agencies to plan for complete streets, resilience, and safe systems.

CONTACT

Richard Warren, Multimodal Planning & Data Division | Phone Number: 206-498-5071

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$2,000,000		
State (Toll Credits)	\$334,000		
Local	\$0		
Total	\$2,334,000		
FTE Count	0.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Participate in local and regional planning processes by reviewing and providing input on plans and regulations.
2	June 2027	Conduct community engagement.
3	June 2027	Coordinate with local and regional agencies to plan for complete streets, resilience, and safe systems.

AREA 6: Statewide Transportation Improvement Program

Area 6 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subarea:

- Subarea 6.1: WSDOT Local Programs Division (STIP)

SUBAREA 6.1 - WSDOT'S LOCAL PROGRAMS DIVISION (STIP)

SUBAREA DESCRIPTION

WSDOT's Local Programs (LP) Division develops and manages the Statewide Transportation Improvement Program (STIP). The STIP is a four-year, fiscally constrained prioritized multimodal transportation program of state, local, tribal, and public transportation (transit) projects, which includes highways, streets, roads, rail roads, transit-hubs, park-and-ride lots, bridges, sidewalks, bike lanes, ferry terminals, trails and safety projects funded with federal, state, tribal and local sources. The STIP is a calendar year document and is developed on an annual basis with monthly updates from January through October.

The STIP is developed from local, MPO, and regional transportation planning organization (RTPO) transportation improvement programs (TIPs). Projects are identified through state, metropolitan, regional, tribal, and local planning processes. An environment of community engagement is woven into each stage of the planning process merging public dialogue forums with practical solutions to deliver transportation projects that “fit” into the communities and augment their transportation needs.

Projects programmed in the STIP are the highest priority for the available funding, to preserve and improve the state's transportation network and achieving the national goals established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued through the enacted Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) for FFYs 2022-2026.

Only those projects programmed in the STIP can be authorized by the Federal Highway Administration (FHWA) and the FTA to utilize federal funds. Once projects are approved in the STIP, agencies may request federal fund authorization of the project.

Finally, WSDOT must certify that the transportation planning process is addressing the major issues facing the state and its non-urbanized areas and is being conducted in accordance with all applicable requirements.

FEDERAL MANDATE

23 CFR 450.218

OBJECTIVES

- Develop, prepare, and submit the 2026-2029 and 2027-2030 STIP to FHWA and FTA for approval.
- After federal approval, continue to provide public access via the web: <https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stip>

CONTACT

Stephanie Tax, Local Programs/Program Management Office | Phone Number: 360-705-7389

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$0*		
State	\$0*		
Local	\$0*		
Total	\$0*		
FTE Count	0.0*		

*This work is completed without federal funds but is included in the SPR work program to document that these federal requirements will be met.

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	After federal approval, provide public access via the web: https://wsdot.wa.gov/business-WSDOT/support-local-programs/deliveringyour-project/statewide-transportation-improvement-program-stip .
2	June 2027	Develop, prepare, and submit the 2026-2029 and 2027-2030 STIP to Federal Highway Administration FHWA and Federal Transit Administration FTA for approval each December.
3	June 2027	Continue to work with FHWA, FTA, MPOs, RTPOs, FTA, and other partners in meeting the federal STIP requirements (fiscal constraint by year).
4	June 2027	Develop, prepare, and submit monthly amendments for the STIP as applicable throughout this time limit.
5	June 2027	Provide annual training, best practices, and on-call training for the web-based STIP.
6	June 2027	Continue to review and update the public involvement process, as applicable.
7	June 2027	Continue to review, engage, and coordinate on the research and proposals for inclusion of performance measures, as applicable.
8	June 2027	Provide on-call assistance and troubleshooting as issues arise with the program for all users.

AREA 7: Management and Administration

The management and administration section of the SPR covers planning functions for the Assistant Secretary's Office, Multimodal Planning & Data Division (MPDD) and Budget Support Office.

Area 7 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 7.1: Program Policy & Administration
- Subarea 7.2: Program Management
- Subarea 7.3: Program Budget Analysis & Management

SUBAREA 7.1 - PROGRAM POLICY & ADMINISTRATION

SUBAREA DESCRIPTION

The Office of the Assistant Secretary for Multimodal Development and Delivery establishes policy and direction to ensure that all modes of transportation are considered and integrated as appropriate within the operations, planning, development, and delivery of transportation systems and projects. The Assistant Secretary works closely with the Division Directors, Regional Programs and the Assistant Secretaries to identify and advocate for community interests and needs as they relate to projects and programs that affect community and economic development, emphasizing building collaborative and mutually beneficial relationships with local communities. The Assistant Secretary takes an active role in implementing long-range plans by focusing on better ways to coordinate, measure, and incentivize public and private actions consistent with federal and statewide goals, policies, and programs and supports the mission of WSDOT by ensuring the safety of the travelling public through well-planned and executed transportation projects. The Assistant Secretary delivers external accountability products that assess the performance of the transportation systems and modes under the purview of WSDOT.

FEDERAL MANDATE

23 CFR 420

OBJECTIVES

- Establishes policy and direction to ensure all modes of transportation are considered and integrated as appropriate within the operations, planning, development, and delivery of transportation systems and projects.
- Identifies and advocates for community interests and needs as they relate to projects and programs that affect community and economic development.
- Implements long-range plans by focusing on better ways to coordinate, measure, and incentivize public and private actions consistent with federal and statewide goals, policies, and programs.

CONTACT

Kerri Woehler, Multimodal Development and Delivery | Phone Number: 360-705-7308

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$668,240		
State	\$167,060		
Local	\$0		
Total	\$835,300		
FTE Count	2.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Policies and directives that ensure all modes of transportation are considered and integrated as appropriate within the operations, planning, development, and delivery of transportation systems and projects.
2	June 2027	Projects and programs that affect community and economic development that consider community interests and needs as a result of Assistant Secretary's identification and advocacy.
3	June 2027	Long-range transportation plans implemented by focusing on better ways to coordinate, measure, and incentivize public and private actions consistent with federal and statewide goals, policies, and programs.

AREA 7: Management and Administration

The management and administration section of the SPR covers planning functions for the Assistant Secretary's Office, Multimodal Planning & Data Division (MPDD) and Budget Support Office.

Area 7 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 7.1: Program Policy & Administration
- Subarea 7.2: Program Management
- Subarea 7.3: Program Budget Analysis & Management

SUBAREA 7.2 - PROGRAM MANAGEMENT*SUBAREA DESCRIPTION*

The Multimodal Planning and Data Director's Office manages the Multimodal Planning and Data Division and performs policy, technical, and fiduciary oversight of planning and data activities. Additional management and support activities include budget approval and monitoring, as well as financial systems services for the

MPDD. Costs incurred to this item include salaries, benefits, travel expenses, materials, supplies, and other expenses of the director and administrative assistant.

FEDERAL MANDATE

23 U.S.C Sec 135

23 CFR 420

23 CFR 450

OBJECTIVES

- Support the division's mission to inform decisions through expertise and innovation in planning, policy, data and analysis services to support a statewide sustainable and integrated multimodal transportation system.
- Provide planning and data direction across the agency so the state has a well-maintained, safe, efficient, integrated and sustainable transportation that fosters economic development and meets community needs.
- Oversee six division offices and guides seven region planning offices and multiple modal planning teams responsible for state and region, and community planning activities.
- Develop and administer policies, procedures, standards and controls for: travel data collection and reporting; crash data records and reporting; cartography and enterprise GIS; statewide, regional, and corridor planning, transportation and land use planning; and community engagement.

CONTACT

Karena Houser, Multimodal Planning & Data Division | Phone Number: 360-705-7876

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$526,720		
State	\$131,720		
Local	\$0		
Total	\$658,440		
FTE Count	2.0		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Develop and oversee federal and state planning, data, and research program funds for the agency.
2	June 2027	Plan, organize, and direct the work of Multimodal Planning and Data Division staff.

#	Estimated Delivery	Deliverable Description
3	June 2027	Develop short and long-term strategic decisions for WSDOT's planning for the state multimodal transportation system.
4	June 2027	Develop, manage, and report on the biennial State Planning * Research work program for use of federal and state planning and research funds.
5	June 2027	Lead division initiatives to achieve the agency's strategic plan.

AREA 7: Management and Administration

The management and administration section of the SPR covers planning functions for the Assistant Secretary's Office, Multimodal Planning & Data Division (MPDD) and Budget Support Office.

Area 7 contains descriptions, mandates, objectives, revenue, and deliverables related to the following subareas:

- Subarea 7.1: Program Policy & Administration
- Subarea 7.2: Program Management
- Subarea 7.3: Program Budget Analysis & Management

SUBAREA 7.3 - PROGRAM BUDGET ANALYSIS AND MANAGEMENT

SUBAREA DESCRIPTION

The Program Analysis and Management Services (PAMS) Office prepares and manages the transportation planning and research program budget plan for Program T, which optimizes available revenue. This work provides support to the Multimodal Planning & Data Division and the Office of Research and Library Services in budget development, accounting and financial management, budget support, work orders, contracts, and agreements.

FEDERAL MANDATE

23 CFR 420

OBJECTIVES

- Develop and monitor the budget for transportation planning, data, and research.
- Provide accounting and financial management services for transportation planning, data, and research, including establishing work orders and accounting and reporting of allotments and expenditures.

CONTACT

Lorri Riches, Capital Program Development | Phone Number: 360-705-7112

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	\$306,080		
State	\$76,520		
Local	\$0		
Total	\$382,600		
FTE Count	1.5		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Develop and monitor budget plans for transportation planning, data, and research.
2	June 2027	Provide accounting and financial management services for transportation planning, data and research.
3	June 2027	Prepare agenda and financial reports for a monthly meeting with transportation planning, data, and research leadership to report on the status of allotments and expenditures.

PART 2: RESEARCH

DESCRIPTION

WSDOT's Research and Library Services (RLS) is part of the Transportation Safety and Systems Analysis Division (TSSA) at WSDOT. The TSSA mission is to "advance WSDOT's strategic objectives through rigorous analysis, quality information, and effective collaboration."

RLS develops and manages innovative, specialized research studies to produce data to help inform strategic decisions, adopt new smart technologies, and create better products and work practices. Library Services provides accurate, credible information about transportation and related topics for agency employees, researchers and the public from the library's print and digital collections. Additionally, the Library belongs to a global network of partner libraries, which extends access to other specialized and technical sources requested by agency.

OBJECTIVES

- Develop ideas, fund, and manage research projects that provide innovative and practical solutions to help advance WSDOT's practices and policies.
- Identify and connect with experts to perform research that yields a return on investment of implementable ideas, products, and best practices.
- Acquire, organize, make accessible and steward current and historical library resources that support the work of agency staff and contractors.
- Create and curate specialized digital and print collections that address customer information needs and support research and technology transfer.
- Publicize research findings via our Webinar Wednesday series featuring subject matter experts, which is open to WSDOT employees, local agency staff and others.
- Answer reference and research queries and perform literature searches that provide decision makers with critical information and help researchers to determine the state of the practice as they develop research proposals.
- Coordinate agency participation in national research and library programs including Transportation Pooled Fund studies.
- Disseminate final research reports and topical and timely news alerts to hundreds of subscribers within and beyond our agency.
- Represent WSDOT in partnerships with Federal Highways, the American Association of State Highway & Transportation Officials, the Transportation Research Board, University Transportation Centers, universities and colleges, and others to fund and conduct research in areas of common interest.
- RLS staff solicit and document feedback that provides clarification, transparency, accountability, and supports the linkage between planning and programming for community engagement.
- Research Connections to Federal Planning Factors and Statewide Transportation System Goals

Federal Planning Factors

- Support the economic vitality of the United States, the states, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.

- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, throughout the State, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Strategic Plan Values Safety

RESEARCH AREAS

Area 1A: Program and Research Management

Area 1B: Library Services

Area 2: Research Projects

Area 3: Strategic Highway Research Program (SHRP2), Every Day Counts (EDC), State Transportation Innovation Council (STIC), and Accelerated Innovation Deployment

Area 4A: Transportation Pooled Fund (TPF) Projects

Area 5: National Research Programs

FEDERAL MANDATE

23 CFR Part 420 Subpart B

23 CFR 450.208

CONTACT

Anne Freeman, Transportation Safety and Systems Analysis Division | Phone Number: 360-705-7945

AREA 1A: Program & Research Management

Projects designated for funding can begin after July 1, 2025, once the new Transportation Budget for 2025-27 is approved by the Governor.

Applied Research – this category is our conventional research that typically uses a consultant or university to perform research in conjunction with a WSDOT subject matter expert to explore and test solutions to problems faced by the agency. The maximum project amount will be \$200,000 and the total set aside is \$1,200,000 for this category.

Innovative Research – This category will support or offset the costs to evaluate, improve and/or standardize practices such as developing guidance, new methods, standards & specifications, and deploying new technology. The maximum project amount will be \$100,000 and we will have a call for projects in FY 2026 (\$300k) and FY 2027 (\$300k).

Quick Response (QR) Research – this category addresses high priority, opportunistic, or emergent research needs as they arise outside the normal research selection schedule. The maximum project amount is \$50,000 and \$350,000 will be available in FY 2026 and \$350,000 available in FY 2027.

Other fund sources can supplement the SPR funds so a project can be larger. For example, a project request in the Quick Response category asks for \$50,000 and has secured \$15,000 from another source so the total project is now \$65,000 when you combine the two funding sources.

CONTACT

Anne Freeman, Transportation Safety and Systems Analysis Division | Phone Number: 360-705-7945

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2	
Federal	\$12,022,560			
State	\$1,161,440			
Local	\$400,000			
Total	\$13,584,000			
FTE Count	13.0			

DELIVERABLES

Estimated Delivery	Deliverable Description
June 2027	Increase resources for research, library, and technology/knowledge transfer activities by exploring National Cooperative Highway Research Program, Accelerated Innovation Deployment, Everyday Counts, Washington State Transportation Innovation Council (AID, EDC, and WASTIC) and other funding opportunities.

Estimated Delivery	Deliverable Description
June 2027	Efficiently execute with full compliance all agreements, contracts, task orders and other administrative requirements in the conduct of research.
June 2027	Administer research funding for ongoing and new State Planning & Research Work Program (SPR) projects. Evaluate project requests for Quick Response (QR) funding and assess match fund requests from university transportation centers.
June 2027	Continue support for client-sponsored research through contracting, study design and knowledge transfer activities.
June 2027	Participate in peer exchanges with other states to broaden the range of options for modernizing research program activities.
June 2027	Participate in the Washington State Transportation Innovation Council (WASTIC) to seek ideas and innovative solutions to explore and share with other jurisdictions.
June 2027	Continue to develop and deploy technology and knowledge transfer activities to ensure implementation of research results and accessibility of information by diverse users.
June 2027	Develop and implement a research communication program that targets audiences using diverse methods, including internet, webinars, training, events, electronic documents, and print media.
June 2027	Periodically (at least every 5 years) review and update the WSDOT Research Procedures Manual and associated guidance (e.g., Research Reports Guidelines) as needed.
June 2027	Conduct the mandatory (every 5 years) Peer Exchange this biennium in FY 2026.
June 2027	Participate in Federal Highway Administration, American Association of State Highway and Transportation (FHWA, AASHTO) Research Advisory Board activities and the Innovation Community of Practice.
June 2027	Assist WSDOT's Strategic Management Office with the Agency Strategic Plan and TSSA Business Plan refresh.
June 2027	Assist with the administration of Washington State Department of Transportations (WSDOT's) Transportation Safety and Systems Analysis Division (TSSA).
June 2027	Participate in applicable Transportation Research Board (TRB) committees
June 2027	Participate in engagement and/or outreach activities which assist in developing/ maintaining/ sustaining a robust transportation research program.

AREA 1B: Library Services

Library Services support WSDOT's workforce by disseminating information related to the many disciplines involved in operating and maintaining our state transportation system. Library Services directly supports the Research Program in many ways, such as: Partnering to host Webinar Wednesdays to publicize research results, working with Research Coordinators to publish research reports, and by conducting literature searches required as part of research project proposals submitted for funding.

Based on feedback from our users, in 2023-24 the Library Strategic Plan was reviewed and updated to better reflect our current work environment. For the 2025-27 biennium, the library plans to develop a new strategic plan with goals and priorities that align with the WSDOT Strategic Plan and to continue to work toward delivering library services at the highest level possible in a hybrid work environment.

CONTACT

Anne Freeman, Transportation Safety and Systems Analysis Division | Phone Number: 360-705-7945

SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	Accounted for in 1A		
State	Accounted for in 1A		
Local	Accounted for in 1A		
Total	Accounted for in 1A		
FTE Count	Accounted for in 1A		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	Efficiently execute with full compliance all contracts and other administrative requirements supporting the delivery of library services.
2	June 2027	Continue a quarterly schedule of meetings this biennium for all agency librarians to share information and ideas on how to collaborate more fully to improve library services and dissemination of information throughout the agency.
3	June 2027	Continue library training efforts that targets audiences using diverse methods, including intranet/internet articles, live and recorded webinars, virtual and in-person training, and other means to increase employees' awareness of library resources and how to access them, including effective online search techniques.
4	June 2027	Per Library Strategic Plan focus area, support agency initiatives around knowledge and information management: Partner with agency's Knowledge Strategist and participate in cross-agency teams working to increase organization of and access to internal data and information sources.

#	Estimated Delivery	Deliverable Description
5	June 2027	Participate in peer exchanges with other states, and other forums at the national level, as feasible, to learn of options for modernizing library services, innovative ways to increase collaboration with researchers and how to help develop more effective knowledge and technology transfer within our agency.
6	June 2027	Continue dissemination of research results, including distribution of WSDOT research reports that are accessible to diverse users.
7	June 2027	Collaborate with the WSDOT Technology Transfer Manager to produce Webinar Wednesdays, a bimonthly webinar series highlighting successful research projects.
8	June 2027	Work with WSDOT groups that produce publications intended for the public to ensure publication workflows include submission of a copy of the publication to the WSDOT Library. Submitting publications to the WSDOT Library guarantees statutory required (RCW 40.06.030) inclusion in the State Digital Documents Repository maintained by the Washington State Library.

AREA 2: Research Projects

AREA DESCRIPTION

RLS is planning on three (3) research program areas for 2025-27 for approximately \$2.5 million that will make our agency's research needs more agile and nimble.

Applied Research – This category is our conventional research that typically uses a consultant or university to perform research in conjunction with a WSDOT subject matter expert to explore and test solutions to problems faced by the agency. The maximum project amount will be \$200,000 and the total set aside is \$1,200,000 for this category addresses the department's high priority research needs and has a problem-solving focus.

Innovative Research – This category takes a more creative approach, often exploring groundbreaking ideas or opportunities to share emerging technology. Projects could include developing new guidance, methods, standards, specifications and/or deploying new technology or processes. The maximum project amount will be \$100,000 and we will have a call for projects in FY 2026 (\$300k) and FY 2027 (\$300k).

Quick Response (QR) Research – this category addresses high priority, opportunistic, or emergent research needs as they arise outside the normal research selection schedule. The maximum project amount is \$50,000 and \$350,000 will be available in FY 2026 and \$350,000 will be available in FY 2027.

Other fund sources can supplement the SPR funds so a project can be larger. For example, a project request in the Quick Response category asks for \$50,000 and has secured \$15,000 from another source so the total project is now \$65,000 when you combine the two funding sources.

CONTACT

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SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	Accounted for in 1A		
State	Accounted for in 1A		
Local	Accounted for in 1A		
Total	Accounted for in 1A		
FTE Count	Accounted for in 1A		

DELIVERABLES

TRAC (Transportation Center)

#	Estimated Delivery	Deliverable Description
1	June 2027	TRAC (Transportation Center) University of Washington (UW) The Washington State TRAC coordinates the resources and capabilities of the University of Washington (UW), Washington State University (WSU), the WSDOT, and other institutions and organizations in a cooperative program of basic and applied research related to the full range of transportation system issues.

#	Estimated Delivery	Deliverable Description
2	June 2027	<p>TRAC (Transportation Center) WSU T1462-38 \$85,000</p> <p>The Washington State TRAC coordinates the resources and capabilities of the University of Washington (UW), Washington State University (WSU), the WSDOT, and other institutions and organizations in a cooperative program of basic and applied research related to the full range of transportation system issues.</p> <p>This proposal describes the tasks that will be performed at the Washington State University TRAC office (TRAC-WSU) in order to support this cooperative program. These tasks are divided into two basic categories:</p> <p>1) TRAC-WSU management activities; and 2) TRAC-WSU administration.</p>

KNOWLEDGE MANAGEMENT – All of the following research is led by WSDOT.

#	Estimated Delivery	Deliverable Description
4	June 2027	<p>Knowledge Management \$374,500</p> <ol style="list-style-type: none"> 1. Develop a plan for the Practical Solutions AID project to support continued evolution/deployment. Product: An improvement roadmap and i development plan. 2. Develop a knowledge management information database to disseminate mentoring and succession integration. Product: A network infrastructure platform to the analyze, capture, and disseminate information. 3. Clarify roles for multimodal decisions throughout the Practical Solutions lifecycle. Product: A decision framework including responsibilities. 4. Establish and conduct quantitative research which helps WSDOT understand the threats and opportunities that exist towards achieving the agency's strategic goals. Product: Governors Annual Enterprise Risk management report. 5. Conduct research and develop a white paper on decision frameworks and contextual uses. Product: Recommendations for policy and procedure related to decision-making. 6. Within available resources, continue development of the manual modernization project to help facilitate findability and use of information. Product: Continued refinement of the manual pilot site. 7. Establish and staff a data governance group to support business objectives and data integration. Product: Policy guidance, a forum for developing practices, and improved quality of information for analysis and decision-making. 7. Develop knowledge domains to improve the governance of data and information used to support decision-making. Pilot on a selected business domain. Product: Recommended actions to align and streamline practices, and update data and information needed to support decisions. 8. Conduct research and develop a white paper on using a system thinking approach to support organizational management and development and pilot implementation of the practice. Product: Outreach material and case study to guide further development. 9. Capture institutional knowledge and develop an action plan on research infrastructure to identify and retain transportation employee expertise. Product: Development of policies and procedures through quantitative research methodology.

APPLIED RESEARCH (AR) PROJECTS – All of the following research is led by WSDOT.

#	Estimated Delivery	Deliverable Description
5	June 2027	<p>Applying the Safe System Approach in Decision-Making T2258-04 \$199,750</p> <p>This research project is anticipated to refine the decision-making processes and produce tools/guidance that will enable Washington State Department of Transportation (WSDOT) to reduce fatal and serious injury crashes. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, and travel by other modes.</p>
6	June 2027	<p>Identification of the Optimal Approach to Maintain Complete Statewide Sidewalk Data \$200,000</p> <p>This research will organize different overlapping data research efforts and identify a feasible approach to streamline agency activities while producing needed data. Desk research and interviews will systematically identify options, to be reviewed and considered by staff assigned to the project, other WSDOT staff stakeholders, and an advisory committee including stakeholders outside WSDOT.</p>
7	June 2027	<p>Improving Mobility for Disadvantaged Communities through Innovative Transit Approaches T1461-AH \$199,962</p> <p>Improving transportation equity is one of the greatest challenges facing WSDOT. Driving is essential for many Washingtonians, but a car is unaffordable for many of them, mobility and accessibility in certain communities is extremely low. The results of this research will provide transit agencies with a method for estimating costs of expanding service in comparison to utilizing on-demand mobility service(s).</p>
8	June 2027	<p>Development of Rapid, Cement-Based Repair Materials for Washington Concrete Pavement Panels T1461-AN \$200,000</p> <p>WSDOT faces significant challenges when needing to perform repairs & maintenance of concrete pavement panels. The focus of this proposed research is to evaluate potential approaches and to provide recommendations on the most efficient, economical, and durable repair materials and methodologies.</p>
9	June 2027	<p>Transportation Infrastructure Sustainability and Carbon Reduction T1461-A2 \$200,000</p> <p>To build more sustainable transportation infrastructure, WSDOT needs to inventory greenhouse gas (GHG) emissions from its constructed infrastructure, develop a plan to reduce those emissions, and implement that plan to achieve real emissions reduction. This project will develop a materials and construction method to implement sustainability and carbon reduction for WSDOT in transportation infrastructure construction.</p>

#	Estimated Delivery	Deliverable Description
10	June 2027	<p>Cost-effective Traffic & Roadway Data Collection using Edge-Based Comprehensive Sensing Systems 13-Bin Vehicle Classification WSDOT T1461-AI \$200,000</p> <p>Quality data is critical for transportation infrastructure planning, system operations and performance measurement, safety, maintenance, analysis, and informed decisions. Unbalanced data coverage may lead to biased decisions and thus result in inequity in transportation. WSDOT needs an innovative solution that is cost-effective, meets WSDOT accuracy requirements, and easy to deploy.</p>
11	June 2027	<p>Identification of the Optimal Approach to Maintain Complete Statewide Sidewalk Data T1461-AT \$200,000</p> <p>This project identifies WSDOT sidewalks data use needs, data requirements, and data development, maintenance, governance, and stewardship needs. Next, the project will work with stakeholders and evaluate the needs. Finally, the project will develop proposed methodologies and workflows for consistently displaying walksheds and other common outputs of data systems, and an inventory of software tools and sidewalk data sets currently available.</p>
12	June 2027	<p>Speed Reduction in Transition Zones \$200,000</p> <p>The research deliverables will be one-page speed reduction treatment summary sheets and/or a playbook/toolbox of treatments. These treatment products will serve as a resource that WSDOT staff can use when working with communities to justify proposed treatments to reduce travel speeds. The strategies may be incorporated into future versions of the Design Manual and/or Traffic Manual.</p>
13	June 2027	<p>Pavement Design Guidance to Enhance Resiliency \$199,460</p> <p>The first phase of the research is to assess WSDOT's current pavement design practices and determine how robust they are in regard to current temperatures and flooding events. The second phase consists of identifying thresholds to help develop design guidance based on models most applicable to Washington to enhance the resiliency of WSDOT's road network.</p>
14	June 2027	<p>Seismic Collapse Prevention for WSDOT Bridges \$200,000</p> <p>The combination of previous work with new planned analytical work, and proposed experiments will lead directly to the development of tools to assess the likelihood of column shear failure during an earthquake. These tools will allow WSDOT to prioritize seismic retrofit projects in these times of funding constraints.</p>

#	Estimated Delivery	Deliverable Description
15	June 2027	Enhancing Active Transportation User Safety through I2X Technology \$200,000 The research will develop and implement a multi-task sensing and Infrastructure-to-Everything (I2X) technology system that optimizes signal control and enhances collision prediction capabilities for all road users with a particular focus on non-motorized users.
16	June 2027	Low Impact Development Practices to Reduce Stormwater Runoff \$187,700 This research will develop improved procedures to estimate the hydraulic gradient needed for determining the infiltration rate for the various Low Impact Development Best Management Practices (BMPs) in the form of simple equations that will be included in the WSDOT Highway Runoff Manual.

INNOVATIVE RESEARCH (IR) PROJECTS - All of the following research is led by WSDOT.

#	Estimated Delivery	Deliverable Description
17	June 2027	Improve Scour Prediction Methodology for Fish Passage \$100,000 By better understanding the scour susceptibility of Intermediate Geomaterials (IGMs), WSDOT will be able to more accurately assess scour risk for the design of structure foundations and walls. Currently, WSDOT makes conservative assumptions due to uncertainty around scour, which ultimately leads to higher project costs. The research will use theoretical and experimental procedures to evaluate the susceptibility of erosion in a variety of IGMs. The research will use this information to estimate scour for some WSDOT project examples. The results will provide guidance to designers on how to estimate scour in IGMs.
18	June 2027	Characterization of First Flush Phenomenon and Total Storm Event Pollutant Distribution K001269 \$110,000 Task 1. Site selection, planning, and installation of monitoring equipment at WSDOT maintenance facilities. In light of the review of existing literature, the research team will work closely with the WSDOT Storm water Monitoring Program, Headquarters (HQ) Hydraulics Office, HQ and Regional Maintenance Offices to identify suitable monitoring locations. Task 2. Storm water monitoring at the selected location over 12-24 months. The team will develop a thorough field monitoring and storm water sampling scheme. The monitoring design will involve continuously monitoring site rainfall and influent and effluent flows at the site, to establish a reliable rainfall to runoff coefficient.

#	Estimated Delivery	Deliverable Description
19	June 2027	<p>Log stability with root wads to reduce design costs and enhance biological benefits in fish passage projects \$100,000</p> <p>The placement of large wood is required for all fish passage and stream restoration projects. WSDOT needs to revise, augment, or replace Rafferty (2018) to better capture the physical process that controls the movement of large woody material (LWM) with root wads.</p>
20	June 2027	<p>WITNESS: Washington Integrated Transportation Networks Evaluation System & Security T4025-A1 \$100,000</p> <p>Using machine learning and artificial intelligence to evaluate the data quality and reliability of 3rd-party crowdsourced data in support of WSDOT's Virtual Coordination Center (VCC) for situational awareness and TSMO decision making.</p>
21	June 2027	<p>Fiber Reinforced Polymer (FRP) Retrofit of Bridge Columns and Footings T1462-40 \$100,000</p> <p>WSDOT currently uses steel jackets for retrofit of seismically deficient bridge columns and does not have a standardized retrofit technique for the seismically deficient footings. This research will result in a set of design guidelines that WSDOT may use to implement FRP retrofit of seismically deficient bridge columns and footings.</p>
22	June 2027	<p>WSDOT Smart and Cooperative Truck Parking Monitoring and Calibration System Empowered by Machine Learning T1461-97 \$100,000</p> <p>The primary goal of this research is to create a truck parking monitoring and calibration system empowered by machine learning, for the in/out truck parking counting system.</p>
23	June 2027	<p>Developing a Sustainable and High-Early Strength Concrete for Rapid Bridge Deck Overlay Preservation T1461-AQ \$100,000</p> <p>This project will investigate the use of an alternative and innovative high early strength cement for concrete bridge overlays. This research aims to produce a final product/specification that will ultimately bring a systematic change to how bridge deck overlay can be successfully implemented across the state of Washington.</p>
24	June 2027	<p>Benefits of Drone Use in Traffic Management \$100,000</p> <p>The objective is to comprehensively assess the integration of drone technology in WSDOT's existing infrastructure. The study will evaluate how drone software can effectively integrate with the Advanced Traffic Management Systems (ATMS) utilized by WSDOT Operations.</p>

#	Estimated Delivery	Deliverable Description
25	June 2027	<p>Remote Sensing for Early Slope Hazard Detection & Management \$100,000</p> <p>The objective is to develop new unstable slope assessment procedures utilizing remote sensing technologies that can identify potential areas of instabilities on a slope prior to failure. The project will use existing WSDOT resources (i.e., personnel, unmanned aerial vehicles, geotechnical instrumentation) with new satellite technology called InSAR (Interferometric Synthetic Aperture Radar) to monitor known unstable slopes along important WSDOT corridors.</p>
26	June 2027	<p>Reducing Curing Duration and Early Age Cracking in WA Concrete Bridge Decks \$100,000</p> <p>The objective is to evaluate the application of internally cured concrete in WSDOT structural concrete bridge specs through a comprehensive lab experimental program. The focus will be to potentially reduce curing times, mitigate early-age cracking and enhance the durability of the bridge deck.</p>
27	June 2027	<p>Continual Learning for Predicting Truck Parking Availability \$100,000</p> <p>WSDOT built a Truck Parking Information Management System (TPIMS) in 2021 with the Univ. of WA to assist truck drivers in finding parking. This new research will utilize real time data collection and processing, a dynamic prediction model with continuous learning, and a User Interface for Multi-Timescale Forecasting to expand the capabilities of the current TPIMS.</p>

QUICK RESPONSE (QR) PROJECTS – All of the following research is led by WSDOT

This is a small set aside of the State Planning & Research Work Program (SPR) program that is intended to address high-priority, opportunistic or emergent research needs as they arise outside of the biennial SPR project selection schedule.

#	Estimated Delivery	Deliverable Description
28	June 2027	Endangered Northwestern Pond Turtle Habitat Use in a WSDOT Mitigation Wetland GCB3969 \$46,250 This is part of Northwestern pond turtle recovery efforts conducted by Washington Department of Fish and Wildlife and collaborators.
29	June 2027	I-90 East Black Bear Research \$10,000 This funding is to assist WSDOT South Central Region (SCR) in covering the cost of lab analysis. WSDOT SCR has documented numerous bears on both sides of the highway through its rigorous wildlife monitoring program but movement through the new crossing structures recently built remains rare. The Washington State Dept. of Fish & Wildlife (WDFW) is currently creating a comprehensive black bear density model utilizing non-invasive genetic sampling of study areas throughout Washington State. SCR would like to partner with WDFW to accelerate development of the statewide density model, expand coverage into the I-90 project area, inform the results of the I-90 wildlife monitoring program, and set expectations regarding use of the crossing structures by bears. As research partners, SCR would contribute staff time and equipment to establish black bear snare corrals within and near the I-90 Project area in 2024 and this would coincide with efforts by WDFW and the Elwha Klallam Tribe elsewhere in the state.
30	June 2027	Optimizing Seismic Resilience: A Comparative Analysis of Simplified Models for Predicting Lateral Spreading (Soil Displacements) for Enhanced Design Practices \$45,000 Conduct a comprehensive comparison of existing simplified models in the current literature that predict seismically induced soil displacements, specifically lateral spreading. The objective is to distill a best practice approach for the effective utilization of these models in the design process, aiming to provide engineers with a reliable and optimized framework for predicting lateral spread in seismic events.
31	June 2027	Endangered Northwestern Pond Turtle Habitat Use in a WSDOT Mitigation Wetland GCB 3969 \$46,250 This is part of Northwestern pond turtle recovery efforts conducted by Washington Department of Fish and Wildlife and collaborators.

CLIENT SPONSORED RESEARCH (CSR) – All of the following research is led by WSDOT.

Some WSDOT Programs, Divisions, and Project Offices conduct research and experimental activities in addition to research funded by the State Planning & Research (SPR) program. These projects are administered by the Research Office upon request, are referred to as Client Sponsored Research (CSR) projects, and can be funded by various federal, state, or local funding sources. "

#	Estimated Delivery	Deliverable Description
32	June 2027	WSDOT Federal Motor Carrier Safety Administration (FMCSA)-Truck Parking Information and Management System (TPIMS) T1461-90 \$232,000 To help commercial drivers plan their trips and maximize the use of available parking, WSDOT, in partnership with the University of Washington (UW) STAR Lab, will develop and install a self-learning and optimizing TPIMS.
33	June 2027	WSDOT E-bike Incentives 2023 T1461-AK \$90,000 Local Programs The University of Washington and Portland State University (UW/PSU) will partner to research how e-bike incentive programs change travel choices and their related greenhouse gas emissions using funding from WSDOT and PacTrans.
34	June 2027	I-90 Snoqualmie Pass East Low-Mobility Wildlife Monitoring T5228-13 \$1,580,601 This is a long-term research project with WSDOT's South Central Regional Office and Central Washington University that is doing pre, during and post monitoring of fish, amphibians, and small mammals through new crossing structures (large culverts & bridges) that are being created as part of the large I-90 Snoqualmie Pass construction project. WSDOT Research & Library Services is assisting with the contracting of the project for South Central Region.

AREA 3: Strategic Highway Research Program (SHRP2), Every Day Counts (EDC), State Transportation Innovation Council (STIC) and Accelerated Innovation Deployment (AID)

STRATEGIC HIGHWAY RESEARCH PROGRAM

The second Strategic Highway Research Program (SHRP2) is a national partnership of key transportation organizations:

The FHWA, the American Association of State Highway and Transportation Officials (AASHTO), and the Transportation Research Board (TRB). Together, these partners conduct research and deploy products that will help the transportation community enhance the productivity, boost the efficiency, increase the safety, and improve the reliability of the nation's highway system.

SHRP2 has undertaken more than 100 research projects designed to address critical state and local challenges, such as aging infrastructure, congestion, and safety. The research results are available in a series of effective solutions that will improve the way transportation professionals plan, operate, maintain, and ensure safety on America's roadways.

EVERY DAY COUNTS

In 2009, the FHWA launched Every Day Counts (EDC) in cooperation with the American Association of State Highway and Transportation Officials (AASHTO) to speed up the delivery of highway projects and to address the challenges presented by limited budgets. EDC is a state-based model for identifying and rapidly deploying proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion, and improve environmental sustainability.

Proven innovations and enhanced business processes promoted through EDC facilitate greater efficiency at the state and local levels, saving time and resources that can be used to deliver more projects for the same money. By advancing 21st century solutions, the highway community is making Every Day Count to ensure our roads and bridges are built better, faster, and smarter.

STATE TRANSPORTATION INNOVATION COUNCIL (STIC) INCENTIVE AND DEMONSTRATION PROJECT PROGRAM

FHWA's State Transportation Innovation Council Incentive and Demonstration Project Program provides resources to help support this state-based initiative. A STIC brings public and private transportation stakeholders together to evaluate innovations and spearhead deployment in their state. This puts each state's transportation community in the driver's seat when it comes to selecting innovations that best fit their program needs and then putting those innovations into practice quickly.

The STIC Incentive Program offers federal funding of up to \$125,000 per state, per federal fiscal year to support or offset some of the costs of standardizing innovative practices in a state transportation agency or other public-sector STIC stakeholder. STICs consider innovations from a variety of sources, including but not limited to FHWA's Every Day Counts initiative, to deploy proven technologies and practices, AASHTO's Innovation Initiative, and SHRP2.

ACCELERATED INNOVATION DEPLOYMENT

The AID Demonstration Program provides funding to accelerate the implementation and adoption of innovation in highway transportation.

CONTACT

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SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	Accounted for in 1A		
State	Accounted for in 1A		
Local	Accounted for in 1A		
Total	Accounted for in 1A		
FTE Count	Accounted for in 1A		

DELIVERABLES
PROPOSED LIBRARY & RESEARCH ACTIVITIES - Current Strategic Highway Research Program (SHRP2) Projects

#	Estimated Delivery	Deliverable Description
1	June 2027	<p>Integrating New Active Transportation Network Analytical Tools and Data into the Multimodal Decision-Making Process \$59,602 (Also using about \$18,000 of in-kind match through in-house labor)</p> <p>Project will develop several innovative analytical methodologies and update data approaches with respect to active transportation, American Disabilities Act (ADA) accessibility and other elements of the system. These efforts will provide the basis for a standard approach to decision-making that supports safety, mobility, and accessibility for an integrated, multimodal transportation system.</p>
2	June 2027	<p>L36 - Regional Operations Forum Internal Transportation Systems Management & Operations (TSMO) Workforce/Development Training Program \$200,00 (Total project amount is \$300K - \$200K from Strategic Highway Research Program (SHRP2) and \$100K from Traffic Office)</p> <p>Transportation Systems Management & Operations (TSMO) seeks to operate the existing transportation system as safely and efficiently as possible, many times maintaining or even regaining previous levels of capacity and improving safety performance levels. Implementation of TSMO focuses on cost-effective, near-term solutions that are multimodal, cross jurisdictional, an applicable on all roadway types.</p>

PROPOSED LIBRARY & RESEARCH ACTIVITIES - Current State Transportation Innovation Council (STIC) Incentive and Demonstration Projects (Projects will be added as they become available)

#	Estimated Delivery	Deliverable Description
3	June 2027	<p>Integrating New Active Transportation Network Analytical Tools and Data into the Multimodal Decision-Making Process \$59,602 (Also using about \$18,000 of in-kind match through in-house labor) STIC Incentive project</p> <p>Project will develop several innovative analytical methodologies and update data approaches with respect to active transportation, American Disabilities Act (ADA) accessibility and other elements of the system. These efforts will provide the basis for a standard approach to decision-making that supports safety, mobility, and accessibility for an integrated, multimodal transportation system.</p>
4	June 2027	<p>An Innovative Internet of Things (IoT) Technology for Comprehensive Traffic Sensing and V2X Applications \$41,202 State Transportation Innovation Council (STIC) Incentive project</p> <p>Project will install and implement Mobile Units for Sensing Traffic along four selected roadways with high crash risks, including segments with horizontal and/or vertical curves, locations with frequent snow or ice coverage, for data collection, condition assessment, and V2X applications to monitor traffic and roadway surface and environmental conditions, and communicate with traffic operations center as well as broadcast useful information to road users when needed.</p>
5	June 2027	<p>Implement Sensors along Local Roadway Project Title: An Innovative Internet of Things (IoT) Technology for Comprehensive Traffic Sensing and V2X Applications T1461-83 \$75,484.77</p> <p>This State Transportation Innovation Council (STIC) project proposes to install and implementing the abovementioned real-time visibility detection system on the roadway and intersections.</p>
6	June 2027	<p>Implement an Active Transportation Sensing (ATS) system on the Mobile Unit for Sensing Traffic (MUST) platform for traffic management \$40,000 STIC Incentive Project</p> <p>The scope of work for this funding request is to implement an innovative Artificial Intelligence-based Active Transportation Sensing (ATS) system on the Mobile Unit for Sensing Traffic (MUST) platform and deploy it to practical scenarios for comprehensive traffic scene perception and management. Compared to MUST system, ATS-MUST works as a transportation equity-aware information center to connect all kinds of transportation agents, including active transportation users, vehicles, roadways, environments, and agencies for supporting various I2X (Internet to everything) applications.</p>

#	Estimated Delivery	Deliverable Description
7	June 2027	<p>Pilot the use of sensors on I-90 Homer Hadley floating bridge to create a Digital Twin \$30,000 STIC Incentive Project</p> <p>The objective of this proof-of-technology project is to evaluate the benefits, limitations, and tradeoffs that an agency or agencies could expect when using "Internet of Things" (IoT) digital twin technologies for asset management, maintenance, and operations. The research will investigate the location and utility of different IoT sensor types monitoring the bridge, ease of data retrieval and interpretation, integration of disparate data streams, and the ability to draw inferences pertaining to maintenance and operation decisions.</p>
8	June 2027	<p>Update Rockfall Attenuator Fence Design to Increase Capacity and Resilience \$30,000 STIC Incentive Project</p> <p>WSDOT seeks to redesign their rockfall attenuator fence (WSDOT's Type 2 Slope Protection System). The goal of this redesign is to increase the capacity of WSDOT's attenuator fences to intercept larger and more dangerous rockfall blocks, to improve the durability and resilience of these systems, and to allow for greater locational flexibility when installing new attenuator systems.</p>

PROPOSED LIBRARY & RESEARCH ACTIVITIES - Participate in and provide support to the Washington State Transportation Innovation Council (STIC) to seek ideas and innovative solutions to explore and share with other jurisdictions. Serve as point of contact among FHWA, WSDOT and other STIC members. Publicize opportunities offered by the STIC Incentive Funding and Demonstration Projects Program, coordinate participation and summarize results.

PROPOSED LIBRARY & RESEARCH ACTIVITIES - Other Federal Programs as noted

#	Estimated Delivery	Deliverable Description
10	June 2027	<p>Puget Sound Region Case Study-Planned Continuation and Expansion of Phase II \$232,147 Project funded by FHWA's Travel Model Improvement Program (TMIP)</p> <p>Using SR-99 Tunnel Tolling Project as a real-world case study, this project seeks to demonstrate the value of emerging big data (more specifically, the app-based data) and its fusion with other existing data sources in answering important and time-sensitive planning and policy related questions. Four tasks are proposed, starting from data collection/access, in-depth analysis of data properties and potential issues and solution, to analysis of travel pattern changes from before to during and after the tunnel is open and tolled, and developing data quality metrics, and open-source tools and packages. Annual peer focus group discussions will be conducted to ensure the continued and close alignment between project goals and agency interests. A final report documenting all effort will also be submitted for review and approval.</p>

PROPOSED LIBRARY & RESEARCH ACTIVITIES - Current Every Day Counts (EDC) Initiatives

#	Estimated Delivery	Deliverable Description
11	June 2027	Every Day Counts (EDC) is the Federal Highway Administration's (FHWA's) program to advance a culture of innovation in the transportation community in partnership with public and private stakeholders. Through this State-based effort, FHWA coordinates rapid deployment of proven strategies and technologies to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and integrate automation. WSDOT coordinates with FHWA division office to organize participation in this innovation deployment program.

AREA 4: Transportation Pooled Fund (TPF) Projects

AREA DESCRIPTION

The Transportation Pooled Fund program is administered by the Federal Highways Administration (FHWA) and allows federal, state, and local agencies and other organizations to combine resources to support transportation research studies.

It is a popular means for State DOT, FHWA, local agencies and other organizations program offices to leverage resources to support transportation research studies and achieve common research goals. WSDOT benefits from leading and participating in other State-led and FHWA-led pooled fund studies – pooling resources reduces marginal costs, avoids duplication of effort, and provides efficient use of taxpayer dollars.

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SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	Accounted for in 1A		
State	Accounted for in 1A		
Local	Accounted for in 1A		
Total	Accounted for in 1A		
FTE Count	Accounted for in 1A		

DELIVERABLES

#	Estimated Delivery	Deliverable Description
1	June 2027	<p>Transportation Pooled Funds (TPF)-5(343), Roadside Safety Research for American Association of State Highway and Transportation Officials (AASHTO's) Manual for Assessing Safety Hardware (MASH) Implementation</p> <p>The objective of the Roadside Safety Pooled Fund Program, led by WSDOT, is to provide a cooperative approach to conducting research on roadside safety hardware. Emphasis is placed on assisting state Department of Transportation (DOTs) with their implementation of the Manual for Assessing Safety Hardware (MASH) and addressing other roadside safety needs of common interest.</p>
2	June 2027	<p>TPF-5(386), Gravel-Bed River Assessment Tool for Improved Resiliency of Engineering Design</p> <p>This pilot will consist of three parts:</p> <ul style="list-style-type: none"> • A technical workshop to define the framework, goals, and criteria for developing the guidance and case studies. • Data collection and case study development. • The guidance write-up and finalization.

#	Estimated Delivery	Deliverable Description
3	June 2027	<p>TPF-5(491), Super-Elastic Copper-Based and Iron-Based Shape Memory Alloys and Engineered Cementitious Composites for Extreme Events Resiliency</p> <p>The objective of this research project is to evaluate and test several innovative columns which have self-centering feature to provide minimum residual displacement after earthquake; improve column serviceability after earthquake by decreasing damage and spalling of concrete within column plastic hinge region; and provide cost comparison among columns having different engineered materials; and develop self-centering column design specifications. Particularly, in this proposed research, the low-cycle fatigue characteristics, corrosion resistance, machinability and coupling mechanisms with traditional steel rebar, and cost of CAM and Fe-SMA super-elastic alloy (SEA) bars will be studied.</p>
4	June 2027	<p>TPF-5(494), Western States Rural Transportation Consortium (WSRTC) Phase 2</p> <p>The purpose of the WSRTC is to promote innovative partnerships, technologies, and educational opportunities to facilitate and enhance safe, seamless rural travel throughout the western United States.</p> <p>The WSRTC also provides a collaborative mechanism to leverage research activities in a coordinated manner to respond to rural transportation issues among western states related to technology, operations, and safety.</p>
5	June 2027	<p>TPF-5(499), International Conference on Ecology & Transportation Pooled Fund</p> <p>Provide one (ICOET) Conference in 2023 for communication, technology transfer and information sharing among transportation professionals on ecology issues and transportation. The ICOET Conference for 2023 will be in Vermont cohosted by the Vermont Agency of Transportation and the Vermont Fish & Wildlife Department, with support from Federal Highway Administration (FHWA) and organized by the Road Ecology Center at the University of California (UC) Davis. There will also be a hybrid component to the conference that folks can attend virtually.</p> <p>Building on the 2021 International Conference on Ecology & Transportation (ICOET) Conference this 12th biennial conference in 2023 will:</p> <ul style="list-style-type: none"> ● Bring experts around the world to exchange knowledge & best practices on the interrelationship of ecology & transportation. ● The sharing of ideas through presentations, panel discussion, breaks, lunches, receptions, and field trips. ● Expand shared knowledge and learn about the cutting edge of science on the topic of ecology and transportation.

#	Estimated Delivery	Deliverable Description
6	June 2027	<p>TPF- 5(500), Long-Term Pavement Performance (LTPP) Forensic Investigations - Stage 2</p> <p>The objective of the proposed pooled fund study is to create a mechanism to allow for rapidly completing forensic evaluations of LTPP sections before going out of service. Test sections that are no longer active, but which have remained unchanged (i.e., no maintenance or rehabilitation has been applied), may also be considered for forensic evaluation. Possible reasons for carrying out the forensic evaluations include:</p> <ul style="list-style-type: none"> • Determining reasons for poor pavement performance/premature failures. • Understanding exceptional pavement performance and/or longevity. • Validating pavement performance prediction (predicted vs actual). • Collecting data to support development and/or calibration of pavement performance prediction models. • Closing-out/conducting final investigations of experimental test sections. Ultimately, however, the primary reason for carrying out the evaluations will be to determine if the data contained in the LTPP database adequately explains the performance of the test sections and why they performed as they did.
7	June 2027	<p>(TPF) 5(501), Roadside Safety Pooled Fund Phase 3</p> <p>The objective of this Pooled Fund is to assist transportation agencies in achieving their Roadway Departure (RwD) related all state Strategic Highway Safety Plans (SHSPs) goals through development, evaluation and deployment of life-saving roadside safety devices and countermeasures in accordance with American Association of State Highway and Transportation Officials (AASHTO) and FHWA adopted standards such as the Manual for Assessing Safety Hardware (MASH). It will also support continuation of MASH implementation in roadside hardware categories that have lagged in achieving MASH compliance (special barrier applications, sign supports, work zone traffic control devices, luminaire poles, etc.) due to various design and performance challenges and other related factors. These activities will directly support and impact state efforts to achieve Target Zero by helping reduce the frequency and severity of roadway departure crashes.</p>

The following list includes other state-led or FHWA pooled funds that WSDOT personnel are participating in. [A full detail and reports of all the pooled funds can be found at www.pooledfund.org](http://www.pooledfund.org). RLS will not be reporting on these projects but will update the list.

- TPF-5(190) - Northwest Passage Phase III | Lead Agency: Minnesota DOT
- TPF-5(206) - Research Program to Support the Research, Development, and Deployment of System Operations | Lead Agency: CALTRANS
- Applications of Vehicle Infrastructure Integration (VII) | Lead Agency: Virginia DOT
- TPF-5(255) - Highway Safety Manual Implementation | Lead Agency: FHWA

- TPF-5(288) - Western Road Usage Charging Consortium | Lead Agency: Oregon DOT
- TPF-5(290) - Aurora Program | Lead Agency: Iowa DOT
- TPF-5(299) - Improving the Quality of Pavement Surface Distress and Transverse Profile Data Collection and Analysis | Lead Agency: FHWA
- TPF-5(307) - Validation of Tsunami Design Guidelines for Coastal Bridges | Lead Agency: Oregon DOT
- TPF-5(313) - Technology Transfer Concrete Consortium (TTCC) | Lead Agency: Iowa DOT
- TPF-5(315) - National Accessibility Evaluation | Lead Agency: Minnesota DOT
- TPF-5(317) - Evaluation of Low-Cost Safety Improvements | Lead Agency: FHWA
- TPF-5(319) - Transportation Management Center | Lead Agency: FHWA
- TPF-5(322) - High Occupancy Vehicle (HOV)/ Managed Use Lane (MUL) | Lead Agency: FHWA
- TPF-5(326) - Develop & Support Transportation Performance Management Capacity Development Needs for State DOTs | Lead Agency: Rhode Island DOT
- TPF-5(337) - Transportation Avalanche Research Pool (TARP) | Lead Agency: Colorado DOT
- TPF-5(350) - Development of Next Generation Liquefaction (NGL) Database for Liquefaction-Induced Lateral Spread | Lead Agency: Utah DOT
- TPF-5(352) - Recycled Materials Resource Center - 4th Generation | Lead Agency: Wisconsin DOT
- TPF-5(353) - Clear Roads Phase II | Lead Agency: Minnesota DOT
- TPF-5(355) - Stormwater Testing and Maintainability Center | Lead Agency: Oregon DOT
- TPF-5(357) - Connecting the DOTs: Implementing ShakeCast Across Multiple State Departments of Transportation for Rapid Post-Earthquake Response | Lead Agency: California DOT
- TPF-5(358) - Wildlife Vehicle Collision Reduction & Habitat Connectivity | Lead Agency: Nevada DOT
- TPF-5(361) - SHRP2 Naturalistic Driving Study Pooled Fund | Lead Agency: FHWA
- TPF-5(362) - Improvements to the Infrastructure Carbon Estimator (ICE) | Minnesota DOT
- TPF-5(365) - National Hydraulic Engineering Conference | Lead Agency: FHWA
- TPF-5(366) - Development of Structural Design Guide for Ultra High-Performance Concrete | Lead Agency: Iowa DOT
- TPF-5(369) - Collaborative Development of New Strategic Planning Models | Lead Agency: FHWA
- TPF-5(370) - Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study | Lead Agency: FHWA
- TPF-5(371) - Developing "Highway Capacity Manual" Capacity Adjustments for Agency Connected and Autonomous Vehicle Operational Planning Readiness under Varying Levels of Volume and Market Penetration | Lead Agency: Oregon DOT
- TPF-5(372) - Building Information Modeling (BIM) for Bridges & Structures | Lead Agency: Iowa DOT
- TPF-5(376) - Northwest Passage Phase 4 | Lead Agency: Minnesota DOT
- TPF-5(380) - Autonomous Maintenance Technology (AMT) | Lead Agency: Colorado DOT
- TPF-5(382) - Drivers Failing to Yield at Roundabouts | Lead Agency: FHWA

- TPF-5(383) - 2019 Innovations in Freight Data Workshop | Lead Agency: Iowa DOT
- TPF-5(388) - Developing Implementation Strategies for Risk Based Inspection (RBI) | Lead Agency: Missouri DOT
- TPF-5(394) - Western Maintenance Partnership – Phase 3 | Lead Agency: Utah DOT
- TPF-5(399) - Improve Pavement Surface Distress & Transverse Profile Data Collection & Analysis – Phase 2 | Lead Agency: FHWA
- TPF-5(431) - Applications of Enterprise GIS for Transportation, Guidance for a National Transportation Framework (AEGIST) | Lead Agency: FHWA
- TPF-5(433) - Behavior of Reinforced & Unreinforced Lightweight Cellular Concrete for Retaining Walls | Lead Agency: Utah DOT
- TPF-5(435) - Aurora Program (FY20-24) | Lead Agency: Iowa DOT
- TPF-5(437) - Technology Transfer Concrete Consortium | Lead Agency: Iowa DOT
- TPF-5(440) - Urban Mobility Study | Lead Agency: Texas DOT
- TPF-5(443) - Continuous Asphalt Mixture Compaction Assessment using Density Profiling System (DPS) | Lead Agency: Minnesota DOT
- TPF-5(444) - Traffic Safety Culture (Phase 2) | Lead Agency: Montana DOT
- TPF-5(451) - Road Usage Charge (RUC) West | Lead Agency: Oregon DOT
- TPF-5(470) - Traffic Signal Change & Clearance Interval Pooled Fund Study | Lead Agency: FHWA

AREA 5: National Research Programs

AREA DESCRIPTION

WSDOT participates in the following national research programs:

- National Cooperative Highway Research Program (NCHRP)
- Administered by the Transportation Research Board (TRB) and sponsored by the member departments (individual state departments of transportation) of the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA), NCHRP was created in 1962 as a means to conduct research in acute problem areas that affect highway planning, design, construction, operation, and maintenance nationwide.

CONTACT

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SUMMARY REVENUES

Revenue Source	Baseline	Year 1	Year 2
Federal	Accounted for in 1A		
State	Accounted for in 1A		
Local	Accounted for in 1A		
Total	Accounted for in 1A		
FTE Count	Accounted for in 1A		

DELIVERABLES

Number	Estimated Delivery	Deliverable Description
1	June 2027	<p>Transportation Research Board (TRB) Core Program</p> <p>WSDOT invests in the TRB's Core Program, which provides a forum for transportation professionals to identify, facilitate, and share research and information related to transportation. The contribution is based on distributing the cost of the approved budget to all sponsors. Each state Department of Transportation (DOT's) share is prorated to the amount of State Planning & Research (SPR) funding received.</p> <p>WSDOT's investment provides the framework for a significant amount of collaboration on transportation research. The Core Program supports the TRB standing committees, Transportation Research Information database, Research in Progress database, Research Needs Statements database, state Department of Transportation (DOT) visits, and planning for the TRB annual and mid-year meetings.</p>
2	June 2027	Report on National Cooperative Highway Research Program (NCHRP) problem statements/submittals and participate in panels and/or projects.
3	June 2027	<p>Technical Services Program (TSP) – American Association of State Highway and Transportation Officials (AASHTO) Innovations Initiative (All)</p> <p>WSDOT supports Technical Services Program (TSP)-All. The purpose of All is to identify and champion the implementation or deployment of a select few proven technologies, products or processes that are likely to yield significant economic or qualitative benefits to users. The All works with the AASHTO Special Committee on Research and Innovation (R&I) and the Research Advisory Committee (RAC) as well as others to identify new technologies.</p>



APPENDIX B: REVENUE SUMMARY

PART 1: PLANNING

Work Areas	FTE	Federal Funding	State Funding	Local Funding	Total Funding
AREA 1: System Performance and Analysis Subarea 1.1: Performance and Accountability Analysis	5.3	\$1,479,520	\$369,880	\$0	\$1,849,400
AREA 1: System Performance and Analysis Subarea 1.2: Travel Demand and Economic Modeling and Analysis	2.0	\$656,160	\$164,040	\$0	\$820,200
AREA 2: Transportation Data, Analysis, and Stewardship Subarea 2.1: Travel Data Collection, Processing, Analysis and Reporting	35.0	\$7,331,600	\$1,832,900	\$0	\$9,164,500
AREA 2: Transportation Data, Analysis, and Stewardship Subarea 2.2: Crash Data Collection, Analysis and Reporting	16.0	\$3,058,480	\$764,620	\$0	\$3,823,100
AREA 2: Transportation Data, Analysis, and Stewardship Subarea 2.3: Enterprise GIS Services and Roadway Data Collection, Analysis and Reporting	19.8	\$7,972,080	\$1,848,020 (includes cash + toll credits)	\$0	\$9,820,100
AREA 2: Transportation Data, Analysis, and Stewardship Subarea 2.4: Information Technology Development and Support	3.0	\$810,560	\$202,640	\$0	\$1,013,200
AREA 3: Statewide Multimodal Plan Implementation Subarea 3.1: Statewide Long-range Transportation Planning and implementation	5.0	\$1,559,715	\$343,429 (includes cash + toll credits)	\$0	\$1,903,144
AREA 3: Statewide Multimodal Plan Implementation Subarea 3.2: Active Transportation Planning and Policy Development	2.0	\$708,880	\$177,220	\$0	\$886,100

Work Areas	FTE	Federal Funding	State Funding	Local Funding	Total Funding
AREA 3: Statewide Multimodal Plan Implementation Subarea 3.3 Rail, Freight and Ports	4.0	\$1,069,600	\$267,400	\$0	\$1,337,000
AREA 4: Metropolitan and Regional Planning Subarea 4.1: MPO/RTPO Program Stewardship and Coordination	5.2	\$1,250,880	\$312,720	\$0	\$1,563,600
AREA 5: Local, Network and Corridor Planning Subarea 5.1: Region Transportation Planning	0.0	\$2,000,000	\$334,000 (toll credits)	\$0	\$2,334,000
AREA 6: Statewide Transportation Improvement Program (STIP) Subarea 6.1: WSDOT's Local Programs Division (STIP)	0.0	\$0	\$0	\$0	\$0
AREA 7: Management and Administration Subarea 7.1: Program Policy & Administration	2.0	\$668,240	\$167,060	\$0	\$835,300
AREA 7: Management and Administration Subarea 7.2: Program Management	2.0	\$526,720	\$131,720	\$0	\$658,440
AREA 7: Management and Administration Subarea 7.3: Program Budget Analysis and Management	1.5	\$306,080	\$76,520	\$0	\$382,600

PART 2: RESEARCH

Work Areas	FTE	Federal Funding	State Funding	Local Funding	Total Funding
Area 1: Program and Research Management Area 1A: Program and Research Management Area 1B: Library Services Area 2: Research Projects Area 3: Strategic Highway Research Program (SHRP2), Every Day Counts (EDC), State Area 4: Transportation Pooled Fund (TPF) Projects Area 5: National Research Programs	13.0	\$12,022,560	\$1,161,440*	\$400,000*	\$13,584,000
TOTALS	115.8	\$41,421,075	\$8,153,609	\$400,000	\$49,974,684

*This total reflects the match required for all federal SPR RD&T funds that require match. Some federal funds in Area 4 (Transportation Pooled Fund Projects) do not require state and local match because the match is waived when partner states use SPR funds as contributions.

APPENDIX C: MINIMUM EXPENDITURES FOR RESEARCH AND COMPLETE STREETS

Minimum Expenditures for Research, Development and Technology Transfer Citation

23 CFR § 420 What is the minimum required expenditure of State planning and research funds for research development and technology transfer? (a) A State DOT must expend no less than 25 percent of its annual SPR funds on RD&T activities relating to highway, public transportation, and intermodal transportation systems in accordance with the provisions of 23 U.S.C. 505(b), unless a State DOT certifies, and the FHWA accepts the State DOT's certification, that total expenditures by the State DOT during the fiscal year for transportation planning under 23 U.S.C. 134 and 135 will exceed 75 percent of the amount apportioned for the fiscal year.

Calculation of Research, Development and Technology Transfer Set-Aside, 2025-27

\$41,421,075	Planned Federal SPR Expenditures
\$10,355,269	Minimum 25% for RD&T
\$12,022,560	Planned Federal Expenditures for Part 2 Research, Areas 1-5

Minimum Expenditures for Safe and Accessible Transportation Options

The Bipartisan Infrastructure Law requires each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. A State may opt out of the requirement, with the approval of the Secretary, if the State has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]. For the purpose of this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [§ 11206(a)]. (Source: www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/metro_planning.cfm)

Calculation of Safe & Accessible Transportation Options Set-Aside, 2025-27

\$41,421,075	Planned Federal SPR Expenditures
\$1,035,527	Minimum 2.5% for Safe & Accessible Options
\$708,880	Planned Federal Expenditures for Part 1 Planning Subarea 3.2 Active Transportation, All Deliverables
<u>+\$330,000</u>	Planned Federal Expenditures for Part 1 Planning Subarea 5.1 Region Transportation Planning Deliverable 3
TOTAL \$1,038,880	

APPENDIX D: ACRONYMS**A**

Accelerated Innovation Deployment	AID
Active Transportation Plan	ATP
Advanced Driver Assistive Systems	ADAS
Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD
American Association of State Highway and Transportation Officials	AASHTO
American Disabilities Act	ADA
Autonomous Vehicle	AV

B

Budget Change Requests	BCR
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C

Capital Program Development and Management Office	CPDM
Census Transportation Planning Products	CTPP
Classified position description	CPD
Client Sponsored Research	CSR
Code of Federal Regulations	CFR
Collision Access Tool	CAT
Congestion Mitigation and Air Quality	CMAQ
Cooperative Automated Transportation	CAT

D

Department of Transportation	DOT
Diversity Advisory Group	DAG
Diversity, Equity, and Inclusion	DEI

Density Profiling System	DPS
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E

Eastern Region	ER
Electronic Data Transfer	EDT
Every Day Counts	EDC
Executive Order	EO

F

Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fiber Reinforced Polymer	FRP
Freight and Goods Transportation System	FGTS

G

Geographic Information System	GIS
Gray Notebook	GNB
Greenhouse gas	GHG

H

Headquarters	HQ
Healthy Environment for All	HEAL
High Occupancy Vehicle	HOV
Highly Automated Systems Safety Center of Excellence	HASS
Highway Performance Monitoring System	HPMS
Highway System Plan	HSP

I

Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law	IJA/BIL
Institute of Transportation Engineers	ITE
Intelligent Transportation System	ITS
International Conference on Ecology & Transportation	ICOET
International Mobility and Trade Corridor Program	IMTC

J
K
L

Large woody material	LWN
Lewis & Clark Valley	LCV
Linear referencing system	LRS
Local Program	LP
Long-Term Pavement Performance	LTPP

M

Machine Learning	ML
Managed Use Lane	MUL
Management of Mobility	MOM
Manual for Assessing Safety Hardware	MASH
Metropolitan Planning Organization	MPO
Metropolitan Planning Organizations/Regional Transportation Planning Organization	MPO/RTPO
Mobility Dashboard	MMD
Model Inventory for Roadway Elements	MIRE
Model Minimum Uniform Crash Criteria	MMUCC
Mt Baker Area	MBA
Multi-agency	M3

Multimodal Mobility Dashboard	MMD
Multimodal Technical Forum	MMTF
Multimodal Mobility Report	MMR
Multimodal Planning and Data Division	MPDD
Multimodal Multidisciplinary	M2

N

National Cooperative Highway Research Program	NCHRP
National Highway Safety Administration	NHTSA
National Model from Technology Enterprise Group	TRaCS
North Central Region	NCR
Northwest Region	NWR

O

Office of Equity and Civil Rights	OECR
Office of Financial Management	OFM
Office of Information Technology	OIT
Office-of-Planning and Community Development	OPCD
Office of the Chief Information Officer	OCIO
Office of the State Treasurer	OST
Oregon Department of Transportation	ODOT

P

Palouse River and Coulee City	PCC
Pavement/Bridge Performance Targets	PM2
Performance Evaluations	PMP
Performance Management Framework	PMF
Performance Management Office	PMO

Performance Targets	PM3
Planning and Environmental Linkages	PEL
Planning Level Cost Estimation	PLCE
Portland State	PSU
Program Administration & Communications	PAC
Program Analysis and Management Services	PAMS
Public Performance Review	PPR
Puget Sound Regional Council	PSRC

Q

Quad County Regional Transportation Planning Organization	QUADco
Quick Response	QR

R

Rail, Freight and Ports	RFP
Regional Economic Model, Inc.	REMI
Regional Transportation Planning Organizations	RTPO
Research and Library Services	RLS
Revised Code of Washington	RCW

S

Safety performance targets	PM1
South Central Region	SCR
Statewide Electronic Crash and Ticketing Online Records	SECTOR
Southwest Region	SWR
State Fiscal Year	SFY
State Route Viewer	SRV
State Planning & Research Work Program	SPR
Statewide Transportation Improvement Program	STIP
State Transportation Innovation Council	STIC
Strategic Highway Research Program	SHRP
Strategic Management Office	SMO

Strategic Plan	SP
State Route Viewer	SRview

T

Technology Services Division	TSD
The Executive Information System	TEIS
Transportation Asset Management Plan	TAMP
Transportation Avalanche Research Pool	TARP
Transportation Data, GIS, and Modeling Group	TDGMG
Transportation Infrastructure Finance and Innovation Act	TIFIA
Transportation Improvement Program	TIPS
Transportation Management Area	TMA
Transportation Performance Management	TPM
Transportation Pooled Fund	TPF
Transportation Research Board	TRB
Transportation Revenue Forecast Council	TRFC
Transportation Safety & Systems Analysis	TSSA
Transportation Systems Management and Operations	TSMO
Travel Model Improvement Program	TMIP
Tribal Transportation Planning Organization	TTPO
Truck Parking Information and Management System	TPIMS

P

Unified Planning Work Program	UPWP
University of Washington	UW
United State Department of Transportation	USDOT

University of Texas	UTA
Urban Mobility Access	UMA
V	
Virtual Coordination Center	VCC
W	
Water crossings	WC
Washington Department of Fish and Wildlife	WDFW
Washington State Department of Transportation	WSDOT
Washington State Ferries	WSF
Washington State Patrol	WSP
Washington State Transportation Innovation Council	WASTIC
Washington Technology Solutions	WaTech
Western States Rural Transportation Consortium	WSRTC
X	
Y	
Yakima Valley Council of Governments	YVCOG
Z	