



Washington State
Department of Transportation

WSDOT Local Programs Newsletter

Serving our local agencies in Washington for over 75 years

Fall 2024

Director's Note

By Jay Drye, PE

Fall is in the air. It feels like summer disappeared quicker than ever. I suspect this is a reflection of how busy we have all been this year.

September marked the closeout of the Federal Fiscal Year. Once again, we had a record year for the obligation of federal funds for local agency projects throughout the State. We obligated \$635 million of Federal Funds in Fiscal Year 2024 up from last year's record of \$540 million. These figures include \$42 million of redistributed, \$97 million of Local Bridge obligations and over \$124 million of INFRA, RAISE and Congressional Directed Spending (CDS). When we add in the state funding (\$186M) obligated during the same time period, the total funding obligated for local projects in the last twelve months exceeds \$820 million for local projects in communities across the State. This is an amazing accomplishment that we can all be proud of achieving. It takes everyone's efforts to reach this level of delivery. Now that these projects are obligated, we need to make sure they move forward smoothly. As a reminder, construction obligations require that a project is advertised within six weeks of the obligation.

Yes, this has been a tremendous year for accomplishments. The projections for this coming year indicate the program will likely be even higher for the next two years. It is going to take everyone working together and patience to keep the program moving at these record high delivery rates.

The Local Programs team remains committed to supporting our local agency partners. We recognize there have been delays at Local Programs due to staffing constraints. Unfortunately, with the mega increase in our capital programs (more than twice the size it was four years ago), we are still relatively the same size organization due to state operating funding constraints. To meet the critical needs to support the delivery of the program, we would need to add nine positions statewide to support our partners.

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

If you have questions on any of these items, please feel free to reach out to your Region Local Programs Engineer. Thank you for your efforts in supporting the delivery of the Local Agency Programs.

2025-27 State Transportation Budget

In September, WSDOT submitted its 2025-27 Agency Budget Request for consideration. The Office of Financial Management (OFM) has made all state agency budget requests available publicly at the following web portal: [OFM - Agency Budget Request](#). To view our agency's budget request, using the pull-down menus, select budget session – 2025-27 Regular, and then Department of Transportation – 405. You can view the entire agency submittal or if you choose, only by individual program. The Governor will review all agencies' requests and present his proposal to the Legislature in mid-December.

Federal Fiscal Year (FFY) 2024 Program Delivery

FFY 2024 obligations, including Advance Construction (AC) authorizations, totaled \$635 million, exceeding the over \$540 million authorized in FFY 2023. Although the focus is usually on the formula Obligating Authority (OA) that is required to be obligated annually, this amount includes the redistributed OA and the other federal funding that is received through non-formula, such as USDOT/FHWA discretionary earmarks and programs, INFRA, RAISE, Congressional Earmarks, Ferry Boat, Federal Lands, Emergency Relief, etc.

While it was an incredible achievement, it came with challenges to both internal and external staff, since over a third of the federal funds authorized were submitted and processed in the last three months (July – September) of the FFY. Local agencies had a target of approximately \$327 million of formula OA, and at the end of May over \$113 million remained. On August 27th, \$42 million of redistributed OA was provided to 23 local projects, requiring those submittals to be reviewed and authorized. FHWA authorized the final local project that utilized the remaining local federal funds on September 25th, the final day of the FFY.

Reaching the local OA target delivery this year continues to present challenges that are beyond supply chain and the pandemic limitations. A friendly reminder that it is imperative teams are diligently reviewing the federal requirements necessary for each project and ensuring funding packages are complete, by utilizing the checklist, prior to forwarding them to the Region Local Programs offices. Additional information can be found on the Local Programs website:

<https://www.wsdot.wa.gov/localprograms>.

It is critical that local agencies provide project schedules that are realistic. The transparency and accountability put in place through the Local Agency Federal OA Policy continues to highlight the need for local agencies to clearly provide updated delivery schedules to Local Programs/MPO/County lead agencies. Continued discussions are necessary as we move forward into FFY 2025.

Please contact your respective MPO or the Washington State Association of Counties (WSAC) to understand how you contribute to meeting the overall goal. We are hopeful that agencies are finalizing the documentation necessary to meet, if not exceed, the expected delivery. Please work with your Region Local Programs Engineer if you have any questions.

Federal Infrastructure Funding

Congress passed a Continuing Resolution (CR) approving funding of federal agencies through December 20th. The passage of the CR funds the government at the 2024 levels. The funding bill is only temporary, allowing Congress to return after the November elections to come to an agreement on the final budget. A final budget is required, to provide the Federal Fiscal Year (FFY) 2025 allocations.

Redistributed Obligation Authority (OA)

In January, FHWA notified all states that they were anticipating another large August redistribution in FFY 2024. FHWA explained that approximately \$147 M of redistributed OA is estimated to be available to WA. However, the additional funding is contingent on being able to deliver the Statewide Local OA Target of **\$327 million**.

Local Programs met with the MPOs and county lead agencies several times in the Spring to discuss this opportunity. MPOs and county leads were challenged to meet their Local OA Target and submit a detailed project list to Local Programs by the end of June for redistributed OA consideration. Local Programs reviewed the lists of projects to ensure that there was adequate apportionment/contract authority available for the projects proposed and they could meet the deadline of September 13th. WA total redistributed OA request was \$85 million with \$42 million for local agency projects.

On August 27th, FHWA notified states of the availability of FFY 2024 Redistributed OA. WA received the total amount requested, providing \$42 million for local agency projects.

Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Awards

In June 2024, USDOT announced the FFY 2024 RAISE Transportation Discretionary Grant Program project selections. A total of \$1.8 billion was provided to 148 infrastructure projects across the country. The following eight projects were identified to receive approximately \$90 million:

- King County Parks Closing the Eastrail I-90 Gap - \$25,000,000
- Woodinville's Eastrail Multi-Use Trail Plan - \$5,000,000
- Lakewood's Downtown Transportation Feasibility Study - \$1,100,000
- Vancouver's Heights District Infrastructure Phase 1 - \$17,463,128
- Tulalip Tribes of WA Interstate 5, 4th Street and 88th Street NE Corridor Improvements - \$4,975,909 (WSDOT)
- Makah Indian Tribe's Neah Bay Multi-Use Barge Loading Facility - \$1,303,628 (Direct-Tribal Transportation Office)
- Port of Bellingham's Shipping Terminal Rail Connection - \$17,931,000 (MARAD)

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

Federal Fund Exchange Pilot Program

The federal fund exchange pilot program allows the exchange of federal Rural County allocation of Surface Transportation Block Grant (STBG) funds at a rate of \$0.95 state funds for \$1.00 federal funds. As a voluntary participation program, implementation requires Local Programs to determine the STBG allocations.

For FFY 2024, two rural counties requested to participate (Pacific and Wahkiakum) in the pilot program. At the exchange rate, the counties will be programming \$470,000 in state funds for transportation projects. Local Programs transferred ~\$494,000 in federal funds to WSDOT to program and deliver in FFY 2024. The 2024 Supplemental Transportation Budget continues the program for FFY 2025. The legislature will need to take action to continue this program into the 2025-2027 Biennium.

FFY 2022 Funds to Lapse

Most FHWA funds are only available for three federal fiscal years, following the year in which the funds were allocated. Therefore, the following funds must be obligated in FFY 2025, or they will lapse. Please work with your Region Local Programs Engineer to meet the program deadlines.

- Ferry Boat Program (FBP) – Ferry Boat Program (FBP) funds are allocated annually to the seven local jurisdictions (Colville Tribe, King Co, Skagit Co, Whatcom Co, Pierce Co, Wahkiakum Co and Kitsap Transit) responsible for operating a public ferry. All 2022 FBP funding packages must be to HQ Local Programs no later than **June 30, 2025**, or the funds lapse.
- Congressional Directed Spending (CDS) Earmarks – All 2022 Consolidated Appropriations Act CDS earmarks must have their project funding packages to HQ Local Programs no later than **September 15, 2025**, or the funds lapse.

2025-2028 Statewide Transportation Improvement Program (STIP)

All local agencies, Metropolitan Planning Organizations (MPO), Regional Transportation Planning Organizations (RTPO), and Local Programs are currently developing the 2025-28 STIP for FHWA and FTA approval. The STIP is a four-year prioritized multimodal transportation program compiled of state, local tribal and public transportation projects that include highways, streets, roads, rail, transit-hubs, park and rides, bridges, sidewalks, bike lanes, trails, and safety. The STIP is a calendar year document that is developed on an annual basis.

The draft STIP will be available for public review and comment in November. The final 2025-28 STIP is submitted to FHWA and FTA in December and approve in January. Only projects programmed in the STIP can be authorized by FHWA and FTA to utilize federal funds. If a project was delayed, it is essential that they be moved forward to the 2025-28 STIP by the respective MPO, to ensure the project authorization schedule is not impacted.

Right-of-Way (ROW) Update

Local Programs ROW hosted its Annual ROW Meetings virtually in April and May. There were 271 participants between the two sessions, which is a new record.

FHWA and Local Programs ROW co-hosted a 3-day in-person training at the end of September. The training focused on the acquisition process on federally funded projects, managing consultants, with a bonus session on Design-Build. It was a full house with great questions and discussions with all the local agencies in attendance.

The FHWA Final Rule changes to the Uniform Act went into effect on June 3, 2024. Local Programs ROW has been working to update its forms, brochures, and guidance as it relates to these changes. All updated items are being released on the Local Programs ROW forms webpage as they are approved.

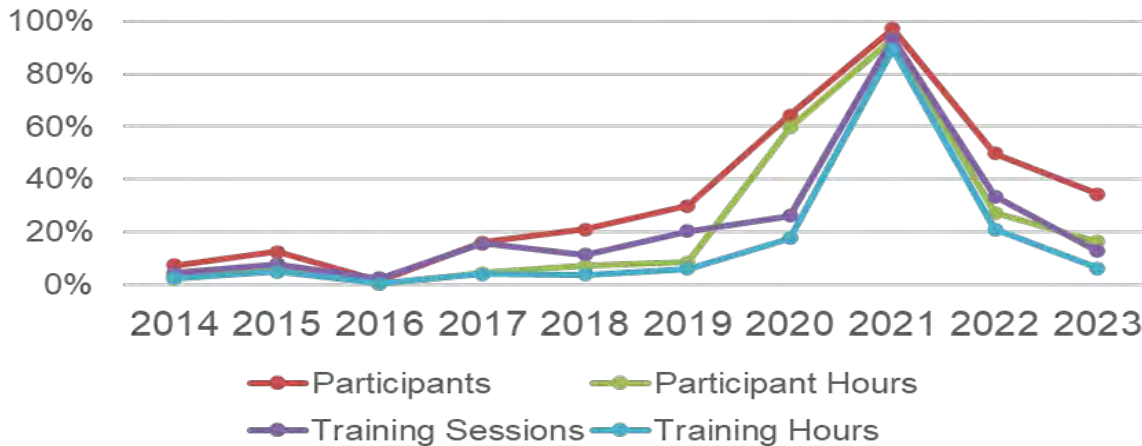
Local Technical Assistance Program (LTAP) Training

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

The LTAP Center training needs assessment is now available for your input (see QR code). We are asking about your training needs as well as your preferred format to receive training (online versus in person). Please share your feedback as this gives us valuable information about your training needs. For example, in the last federal fiscal year, while only 13% of training sessions were offered virtually, over one third of all participants that year (34%) attended a virtual training session (see graphic below).



Percentage of Training Delivered via Distance Learning



The demand for online training remains high. This type of feedback is helpful as we move forward in planning for future training development.

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

Local Programs ADA Support

The adoption of PROWAG (Public Rights-of-Way Accessibility Guidelines) by the end of 2024 is set to finalize standards for accessibility in public spaces across the country. As it becomes federal law to implement these design standards, we will see slight changes to our federal requirements, scoping, budget, and construction processes.

To support Local Agencies in this strategic shift towards a more inclusive and accessible society, Local Programs (HQ) has recently added an ADA Support Engineer to their staff! That’s right! A full time position whose job and joy is to help Local Programs staff or local agencies meet federal guidelines for ADA in local projects.

If you or your agency need clarification, direction, training or advice related to ADA design, triggers, or policy, reach out to Maggie Slife, LTAP ADA Engineer at Maggie.Sliffe@wsdot.wa.gov or 360-705-7327.



Bridge Compliance

While we are still awaiting final results of our FHWA review for this year, we are anticipating compliance issues with two topics carried over from last year: scour/waterway information and quality of inspection reports. We will be continuing to work on items included in the Improvement Plans last year. Additionally, we are still working to get bridges requiring load posting to have appropriate signage in place within 30 days.

You can expect to see additional reminders and training on the following topics:

- All bridges over water are required to have a scour appraisal in the bridge file, and a scour plan of action (POA) if they are scour critical. Soundings and waterway cross-sections (groundlines) should be included in inspection reports and bridge files as required by either a scour POA or the recommended frequency in the Washington State Bridge Inspection Manual (WSBIM).
- Updated training for all inspectors and additional Quality Control checks will be included in our review of routine inspection reports to ensure that our element level inspection data correlates with the assigned overall condition codes.
- Load posting signs should be in place at the structure within 30 days of the determination that posting is required. All signage, including advanced warning signs, should be in accordance with the MUTCD. Once signs are in place, photos should be taken from each direction of travel and included in the bridge record.

We are also still in the midst of our data transition to the Specifications for a National Bridge Inventory (SNBI). You will see two big changes coming soon:

- The Bridge Management System (BMS) element condition state definitions will be modified to better align with the national program. Historically, condition state 2 has been limited to patches and repairs. The new definitions will allow inspectors to quantify other “minor” defects into condition state 2. There will be training included in the inspection updates class as well as the new quality inspection report class coming early next year.
- Owners will need to evaluate their bridges for a newly defined legal truck. This new truck is specific to Washington State and is meant to envelop legal load configurations up to 105,500 lbs. These loads are allowed by RCW and exceed the 80,000 lbs allowed by Formula B. WSDOT has been working on an agreement with FHWA to determine which structures to prioritize for updated load ratings. This is still a work in-progress and local agency bridge owners will be provided more information when we have a plan in place.



Wahkiacus Big Klickitat Bridge (2020)



Sultan River/US 2 Bike and Pedestrian Bridge (2022)

Endangered Species Act/Stormwater Update

Local Programs now has two dedicated Endangered Species Act (ESA) liaisons processing consultations on local agency projects. The liaisons are tackling the ESA consultation backlog. Seven formal consultations with National Marine Fisheries Service (NMFS) have been started, with 3 completed. They are also working on US Fish and Wildlife Service consultations as well.

Local Programs is currently reviewing a draft of WSDOT's Programmatic Biological Assessment with NMFS. We expect the Programmatic Biological Opinion to be issued in 2025. In the meantime, we are creating forms and procedures to implement this new workflow.

Projects adding new pollution generating impervious surfaces that cannot infiltrate all the stormwater runoff may be able to use the NMFS programmatic to satisfy ESA consultation requirements. Projects with designs aligning with this programmatic will benefit from reduced ESA timelines, resulting in faster NEPA completion.

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

DBE Updates

Local Programs continues to see local agency bid rejections and reconsideration hearings associated with DBE issues as local agencies are trying to get their projects under contract. The intent of this article is to share several best practices that may be of assistance.

- There is a five-day window as part of (APWA GSP 1-02.9) that allows updates/corrections to the bid item breakdown. Local Programs often receives the request for concurrence after this time period has expired leaving little room for corrections. To take advantage of this specification, best practice would be to review this form for corrections and request concurrence as soon as possible.
- Local Programs also continues to see DBE subs not having the correct NAICS codes as local agencies request concurrence. Verifying the DBE sub has the correct NAICS codes can be done by utilizing the following: <https://omwbe.wa.gov/directory-certified-businesses>. Sometimes, the incorrect NAICS code can be corrected with OMWBE fairly quickly.
- WSDOT Office of Equity and Civil Rights has on-going DBE training throughout March and April. Topics of discussion include bid clearing, goal setting, on-site reviews, and good faith efforts including sharing best practices. [Diverse business programs | WSDOT \(wa.gov\)](#).

USDOT updated and added the requirement to collect bidder data for all projects with Federal financial assistance, regardless of whether a Condition of Award (COA) goal was designated. Bidder Questionnaire, WSDOT Form 272-022 is now required to be included in local agencies proposal packages. For further information, see the Local Programs Bulletin 2024-04 R1-DBE Program Changes located on the Local Agency Guidelines Manual (LAG) page at [Local Agency Guidelines \(LAG\) | Manuals | WSDOT \(wa.gov\)](#).

Buy America/BABA Requirements

On May 22, 2024, FHWA updated their Buy America FAQs to further define the USDOT Waiver of Buy America Requirements for De Minimis Costs and Small Grants. (See [Buy America - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#))

Small projects that have federal funding under \$500,000 may be eligible to waive all requirements for Buy America/BABA for Steel or Iron and Construction Materials.

The Buy America requirement for manufactured products has existed in some form since the enactment of the 1978 Surface Transportation Assistance Act (1978 STAA), Public Law 95-599 (1978), with those requirements being modified by the 1983 Surface Transportation Assistance Act (1983 STAA), Public Law 97-424 (1983), which provides the current Buy America requirement for manufactured products. In 1983, following the passage of the 1983 STAA, FHWA determined that it would be in the public interest to waive the Buy America requirements for manufactured products, creating the Manufactured Products General Waiver that continues to this day. *See* [48 FR 1946](#) (Jan. 17, 1983); [48 FR 53099](#) (Nov. 25, 1983). Due to the Manufactured Products General Waiver, manufactured products permanently incorporated into FHWA-funded projects do not need to be produced domestically, apart from predominantly iron or steel manufactured products and predominantly iron or steel components of manufactured products.

Local Programs is working with FHWA to define a process to track projects that qualify for the small grants' waiver. Speak with your Region Local Programs Engineer to obtain the current form for requesting a review to verify eligibility.

This process is not currently covered by the Local Agency Guidelines (LAG) manual; look for a future Local Agency Bulletin and update to the LAG manual.

Local Project Reports

December 2024 is the next Local Project Report reporting period for agencies that have a project(s) funded through Local Programs that will require a bi-annual Local Project Report. Email reminders will be sent out twice during the month as reminders to the agency contacts of the reporting deadline. Please ensure that you are updating estimated expenditures, schedules, and project status in the reports. The reports will be utilized for the State Legislative Session that start January 2025, as we respond to questions from legislative staff on project status and delivery.

New Financial Systems

As local agencies implement new financial systems, they must notify HQ Local Programs. Local Programs is required to ensure that the required documentation is readily available and complies with the federal regulations detailed in 2 CFR 200.302.

Financial systems must provide for the following:

- Identification, in its accounts, of all Federal awards, received and expended and the federal programs under which they were received.
- Accurate, current, and complete disclosure of the financial results of each Federal award of program in accordance with the reporting requirements set forth in 200.328 Financial reporting and 200.329 Monitoring and reporting program performance.
- Records that identify adequately the source and application of funds for Federally funded activities.
- Effective control over, and accountability for, all funds, property, and other assets.
- Comparison of expenditures with budget amounts for each Federal award.
- Written procedures to implement the requirements of 200.305 Payment.
- Written procedures for determining the allowability of costs in accordance with Subpart E – Cost Principles of this part and the terms and conditions of the Federal award.

Program Delivery Requirements

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

Contract Advertisement

Advertisement is expected within six weeks of construction authorization. There are over 30 projects that have yet to be awarded that received construction authorized prior to the end of the December 2023. It is critical that projects are advertised and awarded as required, or funds may be de-obligated for use on projects that are ready to move forward.

Project Estimates

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

Inactivity

FHWA notified Local Programs last week that WA State's inactive percentage is very high and getting a lot of attention. FHWA is expected to send out the 'Inactive List of Projects' in mid-April, and Local Programs will be notifying agencies.

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

Project Agreement End Dates

All FHWA funded projects are required to have a Period of Performance which includes both a begin date and an end date. Federal approval is required to change a Project Agreement End Date. Therefore, the Project Agreement End Date may only be changed during an authorized phase, through a Local Agency Agreement Supplement. Also, all costs incurred after the Project Agreement End Date are NOT eligible for federal reimbursement. Please work with your Region Local Programs Engineer if you have any questions.

Local Programs Bulletins

HQ Local Program provides FHWA oversight for local agencies in accordance with the Local Agency Guidelines (LAG). The LAG is published about once a year. Changes to laws and procedures occur throughout the year and require issuance of interim guidance. The new Local Programs Bulletin process will provide supplemental guidance to agencies. Local Programs Bulletins will be posted on the [LAG Manual Page](#).

[LP Bulletin 2024-01 R0 - Division 1 Special Provisions \(PDF 626KB\)](#) - February 29, 2024

[LP Bulletin 2024-02 R1 - Liquidated Damages \(PDF 332KB\)](#) - July 12, 2024

[LP Bulletin 2024-03 R0 - Apprentices \(PDF 360KB\)](#) - July 8, 2024

[LP Bulletin 2024-04 R1 - DBE Program Changes \(PDF 215KB\)](#) - August 29, 2024

Civilian Intervention Program

We are pleased to announce two community organizations have been selected to receive funding through the Civilian Intervention Program.

- BlueBridge Alliance is a non-profit that works directly with approved law enforcement agencies throughout the state to provide a non-punitive solution-oriented response to non-moving violations and other interventions for low-income road users.
- Auto Repair Transformation is a non-profit located in Seattle that hosts community workshops on car maintenance and repairs and provides free automotive repairs to low-income road users to prevent a non-moving violation from occurring.

Both organizations are great partners supporting local initiatives with a focus on community solutions and nonpunitive interventions. More information on this grant program including eligible funding activities can be found at [Civilian Intervention Program | WSDOT](#).

Local Programs Funding Updates

USDOT Discretionary Grant Opportunities

USDOT provides grants to help build up and maintain a fast, safe, efficient, accessible, and convenient transportation system for the American people, today and into the future. They have established a website www.transportation.gov/grants that identifies many of the programs and resources available to help communities.

To provide stakeholders with more visibility into upcoming funding opportunities, DOT publishes a list of anticipated dates for Notice of Funding Opportunities (NOFO) for key programs within the Bipartisan Infrastructure Law as well as adjacent programs that support the Bipartisan Infrastructure Law's objectives. The list is not comprehensive and is updated periodically with new programs and dates. Please refer to the follow website for key dates of grant opportunities: <http://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>.<http://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>.

Multiuse Roadway Safety Program (\$1.23 million (state))

The purpose of this program is to increase opportunities for safe, legal, and environmentally acceptable motorized recreation on public roads. Funds may be used on any road owned by local, state, and federal government agencies provided that the agency has authorized use of the road for wheeled all-terrain vehicles. This program remains open. For more information on eligible funding activities and limits, go to: [Multiuse Roadway Safety Account | WSDOT](#).

National Highway System (NHS) Asset Management Program (\$100 million federal) & National Highway Freight Program (NHFP) (\$12 million federal)

The objective of the NHS Asset Management program is to highlight the importance of preserving roadways on the National Highway roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway. Also, this call is being expanded to include preservation projects on the National Highway Freight network. The FFY 2026 NHFP funding is available to agencies eligible per ESHB 1125 passed in the 2023 legislative session. The new call for projects is anticipated prior to December 2024.

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

This program is to further Target Zero by reducing fatal and serious injury crashes on city and town streets using engineering improvements/countermeasures. Projects are identified through each city's Local Road Safety Plan that identifies and prioritizes both low-cost, widespread, risk-based projects and higher-cost, spot location projects. The 2024 City Safety Program awarded \$39.7 million in federal HSIP funds and \$5 million in state Flexible Pedestrian and Bicycle Safety funds in October.

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

The goal of this program is to further Target Zero by reducing fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's Local Road Safety Plan that identifies and prioritizes low-cost, widespread, risk-based projects. The 2025 County Safety Program is anticipated to open in November 2024 with applications due in spring 2025.

Traffic Conflict Screening Using Video Analytics Program (state)

The goal of this program is to increase safety through the use of video analytics by implementing network-wide traffic conflict screening programs at controlled intersections. Local public agencies including cities, counties, tribes, etc., are eligible to apply for these funds. An ongoing call for projects for this program is now active (see QR code). The first award letters are anticipated to be distributed in October.



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

This Move Ahead Washington program is for safety improvements specific to preventing lane departure crashes in areas where the departure is likely to result in a fatality or serious injury. Due to the scale of the program and for efficiency, this program is delivered in conjunction with the County Safety Program.

Railway-Highway Crossing Safety Program

The goal of this program is to further Target Zero by reducing fatal and serious injury crashes at railway-highway crossings using engineering improvements/countermeasures. This is primarily accomplished through the addition of real-time warning devices at crossings. The current call for projects is closed and applicants with projects moving forward can expect to be contacted about site visits during the fall. Awards are anticipated in spring 2025.



Glenrose Rd & Carnahan Rd Safety Improvements (2019)
Spokane County

For More Information

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