



**Washington State
Department of Transportation**

WSDOT Local Programs Newsletter

Serving our local agencies in Washington for over 75 years

Spring 2025

Director's Note

By Jay Drye, PE

Hello Sunshine, Welcome Spring!

It has been a very active few months relating to budgets and transportation programs. Whether you are tracking Federal, State, or both Programs, there has been uncertainty, challenges and a number of potential scenarios.

At this time, we do not know the outcome of the State Transportation Budget. We should see what the final state budget looks like in the next few weeks. There is a bit more information in the following article on the 2025-2027 State Transportation Budget.

There has been a great deal of media and political attention on the Federal Infrastructure programs and funding. If you are delivering projects that have current Federal awards, please continue to diligently deliver those projects. It is extremely important to keep these projects on track and off the "inactive" list. Aside from all the budget and legislative activities, we once again have a tremendous program moving forward into construction this year.

It is Work Zone Awareness month. This is a good time to emphasize with your crews to be especially safe this season and to remind our friends and families to be alert and aware of the crews working on the roadways. WSDOT is deploying its work zone automated speed cameras in select locations throughout the state to improve speed compliance in work zones.

There are a number of updates in this Spring Newsletter. Please review the information and reach out to us if you have questions or concerns with any of the information.

Enjoy your Spring along with the changing seasons and Stay Safe!

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](#).

The 2025 regular session began on Monday January 13, 2025, and is expected to last 105 days, ending on Sunday April 27, 2025. It is anticipated that the 2025-27 Conference Transportation Budget may be available by the end of the week. Upon passage of the transportation budget, the Governor will have 20 calendar days to be acted upon.

Federal Infrastructure Funding

On March 14, 2025, the Full-Year Continuing Appropriations and Extensions Act of 2025 was passed to further extend appropriations and avert a government shutdown through the end of Federal Fiscal Year (FY) 2025. The full-year continuing resolution does not include any Congressionally Directed Spending (earmarks).

As of last week, FHWA has not released the Federal Notice on obligation authority (OA), that would provide the states a full year of spending authority. For FFY 2025, OA will be split WSDOT 56% / Local 44%.

Federal Fiscal Year (FFY) 2025 Allocations & Program Delivery

FFY 2025 allocations have not been provided to the metropolitan and regional transportation planning organizations (MPO/RTPO) and county lead agencies for the FHWA programs (e.g., Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP) and Transportation Alternatives (TA)).

As of the end of March, halfway through FFY 2025, local agencies have authorized ~\$110 million of federally eligible projects. This is on pace with FFY 2024, which is most likely only a third of the anticipated funding available. Therefore, approximately two-thirds remains to be obligated by September 15, 2025.

Reaching the local OA target delivery last year presented challenges that went beyond supply chain and staffing limitations. With the additional federal and state transportation funding available, it is especially important that all local agencies review their program of projects and coordinate with their Region Local Programs offices and Metropolitan Planning Organizations (MPO) on the status of their respective projects to ensure we are all aware of any changes to their project's delivery plan and the requirements for obligation. The schedules need to be realistic to ensure delivery in FFY 2025.

The FFY 2025 local OA target delivery continues to present challenges especially since the target is still unknown. 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>.

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.

Redistributed Obligation Authority (OA)

In early January, FHWA notified all states that they were anticipating another large August redistribution in FFY 2025. FHWA explained that WA initial share is estimated at \$178 million of redistributed OA.

However, there has been no additional communication regarding redistributed OA from the new administration. Also, in the event redistributed OA is made available it will be contingent on the delivery of the Statewide Local OA Target.

Local Programs is meeting monthly with the MPOs and county lead agencies to discuss delivery and the potential of redistributed OA.

Federal Fund Exchange Pilot Program

The federal fund exchange pilot program continues to be available for Rural County's allocation of Surface Transportation Block Grant (STBG) funds at a rate of \$0.95 state funds for \$1.00 federal funds. Rural counties and the sub-delegates need to determine if the pilot program is something they want to pursue for FFY 2025. The state funds are required to be authorized by June 2027.

In FFY 2024, the two rural counties that participated were Pacific and Wahkiakum. If a rural county wants to participate, please contact Local Programs, so that coordination with WSDOT to program the federal funds can begin.

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.

Right-of-Way (ROW) Update

Local Programs ROW held their 2025 Annual ROW Meetings virtually on Thursday, April 17th, and Wednesday, April 23rd. Thank you to all the local agencies and consultants who attended and participated in the discussions.

LP ROW is revamping the look of Chapter 25 of the LAG and updating/adding links to regulations, statutes, and other helpful resources. Additional tables are being added to summarize information for convenience and ease of use.

The recent improvements to ROW policies and procedures have also been added to Chapter 25 of the LAG, which includes the following:

- All Administrative Settlements must be reviewed by your local agency coordinator after the agency review but before the agency's approval (signature).
- Files submitted for spot check and certification review must be provided through a file share application (of the agency's choice). The files also must be submitted using a logical file structure instead of one large PDF.

Please get in touch with Michelle Newlean at Michelle.Newlean@wsdot.wa.gov if you haven't received the previous communications on these changes or have any questions. The updated Chapter 25 should be released by summer.

Please engage early and often with your local agency coordinator regarding all project ROW needs. Local Programs ROW looks forward to continuing to work with your agency on ROW project delivery.

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. From October 1, 2023 to September 30, 2024 over 2,100 people received training for more than 20,000 hours of instruction.



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

Local Programs offers technical ADA support for any questions related to ADA compliance in scoping, design, construction, or maintenance! The goal of the ADA support program is to provide technical feedback to any local agency to help ensure compliance with federal requirements for accessibility on federally funded projects. In addition to technical guidance on design, scoping, and construction compliance, we can work directly with your agency to provide training opportunities for ADA issues.

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

Bridge Compliance

Following our bridge program review for compliance with the National Bridge Inspection Standards, we ended up with one Plan of Corrective Action (PCA) for noncompliance and three Improvement Plans (IP) for substantial compliance.

Below is summary of each PCA and IP. For those local agency bridge owners not directly involved in last years review, we encourage you to review your bridge program policies, procedures, and bridge files for the same requirements.

- PCA for Metric 12 - Inspection Procedures – Quality Inspection: This is a two-year plan to improve the quality of our inspection reports, including accurate coding of overall condition codes, element level condition state assignments, and appropriate documentation. The measure for this metric is that our overall condition codes are within +/-1 of the code determined by the review team. To work toward this goal, we have updated our Washington State Bridge Inspection Manual (WSBIM) with guidelines for assessing the overall condition and required notes. Both the State Quality Assurance Engineer and Local Programs Delegated Program Manager will be performing additional quality assurance exercises to monitor progress for this PCA.
- IP for Metric 6 – Inspection Frequency and Metric 10 – Inspection Procedures (NSTM): This is to ensure that inspections not completed on-time in the last calendar year are completed in a timely manner. Any local bridge owners affected by this have been contacted and inspections have been completed.

- IP for Metric 15 – Inspection Procedures: This IP will address bridge files with missing information or documentation during the review. Reviewed files were missing waterway information, scour appraisals, and/or signed inspection reports. All local bridge owners have been notified if their files had missing information. Most of this was addressed early this year with a few outliers. Those owners will be reminded of the requirements.
- IP for Metric 18 – Inspection Procedures – Scour: This IP is result of current bridge scour data having appraisal or condition codes that did not match either the current condition of the bridge or the scour appraisal on file. All local agency owners were notified and updated appraisals are in-progress.

We have nearly completed our data transition to the Specifications for a National Bridge Inventory (SNBI) with almost all fields being incorporated into our inspection software, BridgeWorks. Many bridge owners still have a significant amount of data to collect and populate. After December 2025, Local Programs will begin querying data and sending reminders as needed.

Endangered Species Act/Stormwater Update

The Local Programs Endangered Species Act (ESA) liaisons are making progress on the ESA consultation backlog. Over the last six months they wrote five biological opinions for the National Marine Fisheries Service (NMFS).

Local Programs has worked with WSDOT and FHWA over the past six months to gain access to WSDOT's Programmatic Biological Assessment with NMFS. We anticipate the updated Programmatic Biological Opinion to be issued in 2025. In the meantime, the ESA liaisons are also crafting online forms 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. Requirements associated with these programmatic agreements will likely include stormwater retrofitting, as-built reporting, and fish handling monitoring and reporting.

Nondiscrimination

Due to the repeal of EO 11246, Local Programs will no longer be requiring WSDOT GSP 1-07.11.OPT1.GR1. The DBE program remains unchanged as codified in 49 CFR Part 26.

DBE Program Updates

There have been no changes to the DBE program since publication of the last newsletter. Below are several best practices that may be of assistance in the administration of the program.

- 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 time for corrections. To take advantage of this specification, the best practice is to review this form for corrections and request concurrence as soon as possible.
- Local Programs 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.

- All projects with federal funds in any phase, regardless of whether a DBE Goal has been set, require bidders to submit a Bidders Questionnaire (Use WSDOT GSP 1-02.6.OPT7.GR1)

For further information, see the Local Programs Bulletin 2024-04 R3-DBE Program Changes located on the Local Agency Guidelines Manual (LAG) page.

Buy America

On March 20, 2025, WSDOT's GSPs for Buy America were updated. This update represents the first step in rescinding the Buy America general waiver for manufactured products. The manufacturer's waiver is still in effect as enacted the 1983 Surface Transportation Assistance Act (1983 STAA), Public Law 97-424 (1983). The GSP update provides for changes to the CFRs including reinstating the previous title "Buy America", providing and defining a fourth materials' category entitled "excluded material", modifying what is allowed to be included in de minimis costs for construction materials, and other minor revisions. View the final rule at [Federal Register :: Buy America Requirements for Manufactured Products](#).

WSDOT's Construction Office has provided additional information in their bulletin #2025-01: <https://wsdot.wa.gov/engineering-standards/construction/construction-guidance/construction-bulletins>

Waiver for Manufactured Products - timeline:

- For projects advertised on or after March 20, 2025, all products must adhere to 23 CFR Part 635. The WSDOT GSP 1-06.OPT2(A) must be used for all projects that have federal funding in any phase. This includes projects that may be state or local funded in the construction phase that have previously received federal funds. (Please note, the previous GSP that included Buy America (iron/steel only) is no longer available.)
- For projects advertised on or after October 1, 2025, the general waiver for manufactured products will be discontinued and manufactured products will have to be manufactured in the United States. A new GSP will be issued by WSDOT prior to this date.
- For projects advertised on or after October 1, 2026, the definition of manufactured products will change and a new GSP will be issued by WSDOT prior to this date.

Waiver for De Minimis Costs (Construction Materials)

The March 20, 2025, the update to the Buy America GSP added a new definition for "Excluded Materials". This fourth category of materials is not to be included in the calculation for "Total Applicable Materials Costs". Please note, this change, will reduce the amount allowed foreign construction materials for projects that have a large amount of excluded materials.

$$\frac{\text{Total cost of Foreign Construction Materials}}{\text{Total applicable material costs}} < 0.05$$

Waiver for Small Grants:

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. If you believe you have a project that will qualify, contact your Region Local Programs Engineer for further information.

Tariffs

As tariffs are implemented by the Federal Government, local agencies, may receive written requests from contractors for additional compensation. Agencies should review and confer with their legal counsel prior to issuing a change order for any such request for compensation as a result of tariffs. Executed change orders may be deemed federally non-participating.

Requests for compensation, citing Standard Specification section 1-07.1 as their justification for entitlement, are not compensable.

Unlike a direct tax on purchases, tariff-driven costs, if any, are indirect and often absorbed or passed along variably by suppliers, making traceability practically impossible. In addition, the courts, including the Supreme Court of the United States, have long held that taxes and tariffs are entirely distinct from each other. As such, a tariff is not a compensable tax under 1-07.1.

The following guidance has been provided to WSDOT project offices. If used as a basis for a response, Agencies should review with their legal counsel prior to responding to a contractor's request.

In accordance with section 1-09.3 of the standard specifications, the payment provided for in the Contract shall be full payment to the Contractor for the Work. The contract only allows for increases in the contract price when expressly provided. There is no such provision for tariffs, and WSDOT will not make an adjustment to the contract price.

Apprentices

In the 2023 Legislative Session, RCW 39.04 was revised to include apprenticeship requirements for public works contracts awarded by a municipality. Effective July 1, 2024, municipalities must include apprenticeship requirements in their public works contracts for projects estimated to cost over \$2,000,000; however, FHWA has not approved the use of an apprentice specification that meets RCW 39.04. APWA GSP 1-09(3) – Apprentices is to be used for state or locally funded projects to meet the requirements of RCW 39.04. This specification and requirements of RCW 39.04 are in conflict with the local federal aid program and do not currently apply to FHWA funded projects.

The federal training program should not be confused with the state apprentice requirements. When an Agency is issued a training goal by local programs the Federal Training GSP must be included in the contract.

Local Project Reports

June 2025 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 starts January 2026, to update the Supplemental Transportation to align with local project delivery and to 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. Please reach out to the WSDOT Local Programs if you have any questions at: hqlpbillings@wsdot.wa.gov.

Statewide Vendor Numbers Required

Washington State Office of Financial Management (OFM) requires all agencies to obtain a Statewide Vendor number, which is critical to the upcoming changes to WSDOT's accounting system. Each local agency that does business with WSDOT must ensure that they have obtained a Statewide Vendor Number to continue to do business with WSDOT. This information is critical to ensure that reimbursements can be made to your local agency for all federal and state authorized projects.

The registration form and details on the Statewide Vendor Number is available at the OFM website:

<https://ofm.wa.gov/it-systems/accounting-systems/statewide-vendorpayee-services> The deadline for agencies to register and provide WSDOT Local Programs with your Statewide Vendor Number is **August 31, 2025**.

Please reach out to the WSDOT Local Programs if you have any questions at: hqlpbillings@wsdot.wa.gov. For specific questions, please contact WSDOT Local Programs, Program Management team Angie Delaney at angie.delaney@wsdot.wa.gov or Brailyn Fry at brailyn.fry@wsdot.wa.gov.

Program Delivery Requirements

There is increasing scrutiny coming from both federal and state funding decision makers. It is a good time to update delivery schedules and expectations. 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 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. Also, during this last state legislative session, questions were raised regarding the delivery of state projects and having funds sit idle.

In February, Local Programs notified agencies regarding approximately 100 local agency projects that were either federal and/or state funded that had not had any financial activity in the last 9-12 months.

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

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 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:

<https://www.transportation.gov/infrastructure-investment-and-jobs-act/key-notices-funding-opportunity>

National Highway System (NHS) Asset Management Program (\$100 million federal)

The objective of the NHS Asset Management program is to highlight the importance of preserving roadways on the National Highway System by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway. Local agencies with roadways on the NHS were eligible to submit up to three (3) applications. The 2025 call for projects closed April 12, 2025. Twenty-six agencies submitted a total of 45 applications requesting \$161 million in program funds. Final selections will be announced Summer 2025.

City Safety Program (~\$35 million federal)

The goal of 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 2026 City Safety Program is anticipated to open the next call for projects 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 anticipates making awards in summer 2025.

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, with the next awards anticipated in summer 2025.

Multiuse Roadway Safety Program (\$1.23 million state)

It's not too late, funding is still available! 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](#).

Civilian Intervention Program

We are pleased to announce a new community partner has been selected to receive funding through the Civilian Intervention Program.

- Opportunity Council – Island County is a non-profit community action agency serving low-income families and individuals throughout Whidbey and Camano Islands. Through the essential needs program, working with local law enforcement, their focus will be on community solutions and nonpunitive interventions that prevent non-moving violations from occurring.

More information on this grant program including eligible funding can be found at [Civilian Intervention Program | WSDOT](#).

Staff Change



Eastern Region Local Programs Engineer – Terrence Lynch, PE

Terrance graduated with a Civil Engineering degree from Montana State University in 1995 and has been directly involved with the design/development of WSDOT's Eastern Region mega-project, The North Spokane Corridor for nearly 10 years, serving as the Project Engineer for the last 3 years. Prior to that, most of his 29 years of experience at WSDOT has been on the construction side. Terrence's wide breadth of experience along with a strong commitment to developing collaborative relationships and building innovative customer focused solutions make him an excellent fit for this new role. Please join us in welcoming Terrence to Local Programs!

2024 Excellence Awards

The Awards of Excellence program is a collaborative effort between WSDOT Local Programs and FHWA to formally recognize Local Agency projects that have achieved excellence in innovative practical design and construction, environmental sustainability, and community engagement.

Best City Project – City of Kirkland

NE 124th St/124th NE Pedestrian Bridge



The NE 124th St/124th Ave NE Pedestrian Bridge is a landmark bicycle and pedestrian crossing in Kirkland, Washington, spanning NE 124th Street and 124th Ave NE. This 1,100-foot bridge carries the Cross Kirkland Corridor, offering a safe and visually striking route for non-vehicular traffic. The structure features a 795-foot-long span with five undulating trusses over the roads and six spans forming a northern loop ramp over wetlands, along with cantilevered overlooks, a widened rest area with seating, and dramatic lighting.

Despite challenges such as a congested site, wetlands, major utilities, and overhead power lines, the project was completed on time and within budget, overcoming additional setbacks from COVID-related delays and union strikes.

Best County Project – Walla Walla County

Arch Bridge on Lamar Road

The County took a simple, standard project and applied a new vision of delivery. Applying design revisions to minimize the width of new road and bridge, while adhering to current safety standards. This allowed project design to stay within the existing right-of-way, thereby reducing the time frame necessary for acquisition and permitting. Constructing the bridge in winter off-season allowed contractors to employ workers through the winter which helped ensure that the best bid price could be obtained for construction.



Best Special Project – City of Deer Park

E Crawford Ave Preservation

The E Crawford Ave Preservation project revitalized 0.62 miles of highly deteriorated main east-west urban arterial in the City of Deer Park. The \$977,000 grind and overlay project utilized a phased paving approach to minimize traffic impacts along the busy corridor. Revitalized crosswalk striping helped to increase pedestrian visibility at seven intersections along the school route.

Director's Award – City of Vancouver

NW Neighborhood Connectivity Improvements

Benjamin Franklin Elementary is located in the heart of the Northwest Neighborhood in Vancouver, Washington. Sidewalks were not available on the majority of streets in the neighborhood, including Lincoln Avenue, a collector arterial street that runs north-south and bisects the neighborhood. Students who live west of Franklin Elementary are just $\frac{1}{4}$ to $\frac{1}{2}$ mile away from the school but were faced with a number of barriers to a safe and accessible route for walking to school. There are approximately 250-300 homes within the school's walk area—and not served by the school's bus route—from which children had to use one of these unsafe routes.



For More Information

Local Programs WSDOT Contacts

Director

Jay Drye, PE
Local Programs Director
(360) 705-7871
Jay.Drye@wsdot.wa.gov

Northwest Region

Mehrdad Moini, PE
Local Programs Engineer
(206) 440-4734
Mehrdad.Moini@wsdot.wa.gov

Olympic Region

John Ho, PE
Local Programs Engineer
(360) 357-2631
John.Ho@wsdot.wa.gov

Southwest Region

Rob Klug, PE
Local Programs Engineer
(360) 905-2182
Robert.Klug@wsdot.wa.gov

Eastern Region

Terrence Lynch, PE
Local Programs Engineer
(509) 290-7409
Terrence.Lynch@wsdot.wa.gov

South Central Region

Seth Walker, PE
Local Programs Engineer
(509) 577-1780
Seth.Walker@wsdot.wa.gov

North Central Region

Brian Pearson, PE
Local Programs Engineer
(509) 667-3090
Brian.Pearson@wsdot.wa.gov



Headquarters, Olympia

Kyle McKeon
Engineering Services Manager
(360) 705-7375
Kyle.McKeon@wsdot.wa.gov

Stephanie Tax
Manager, Program Management
(360) 705-7389
Stephanie.Tax@wsdot.wa.gov

Website

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



**Washington State
Department of Transportation**