

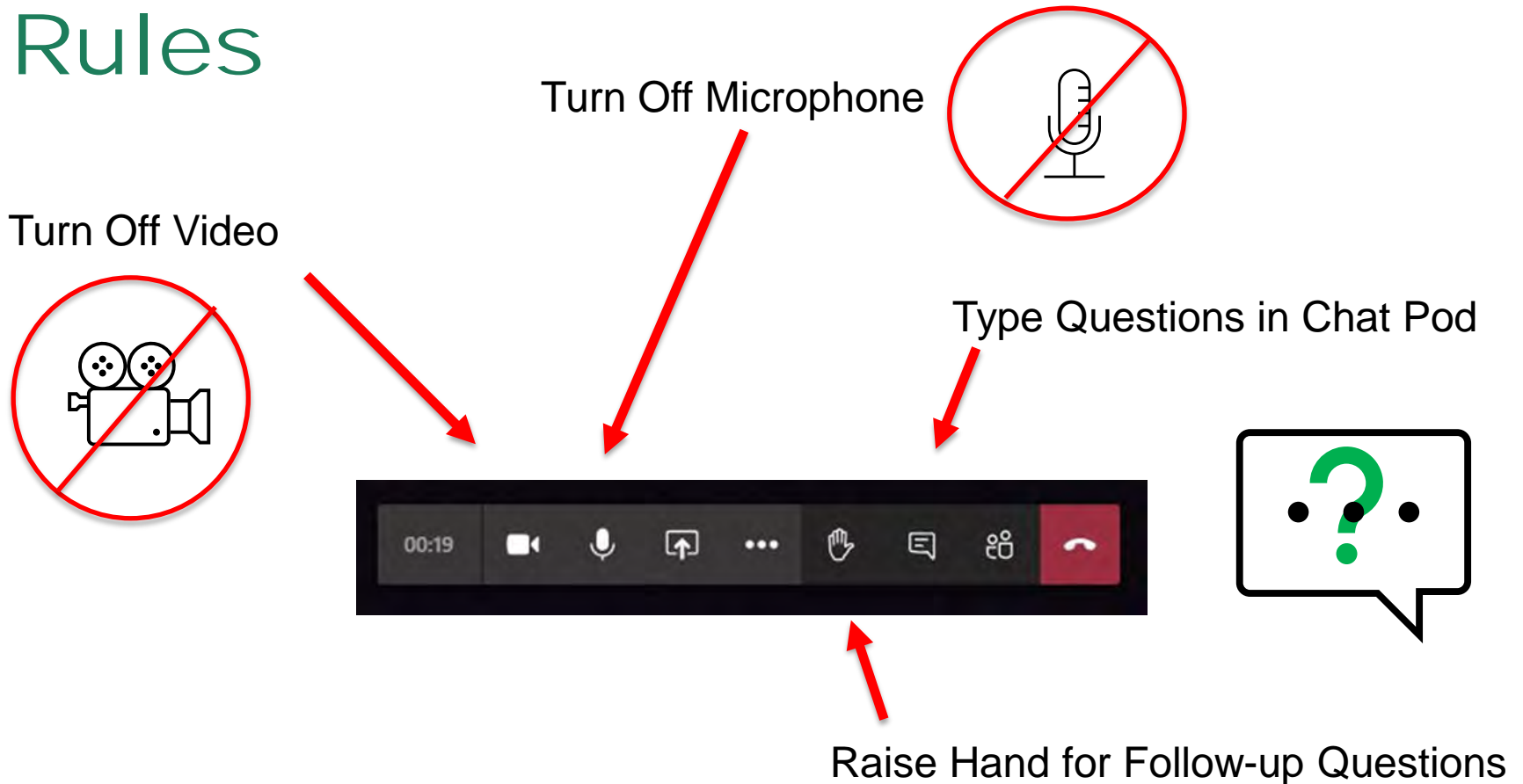
# Statewide Transportation Improvement Program (STIP) Review

Nancy Huntley, Statewide Programming Engineer  
Steve Ahlsten, Project Controller  
2023 Statewide Training

Roger Millar, Secretary of Transportation

Amy Scarton, Deputy Secretary of Transportation

# Virtual STIP Training Ground Rules



Technical Difficulties?

60 seconds or so after leaving the training click on the Teams meeting link again.

# Objectives of this Training

**What is the STIP?**

**Why do we have a STIP?**

**What projects are required to be programmed in the STIP?**

**How do projects get programmed in the STIP?**

# Statewide Transportation Improvement Program (STIP)

- What is the STIP?
  - A statewide four year multimodal fiscally constrained prioritized 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.
  - In Washington State the STIP is a calendar year program (January through December).
- 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 Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) for FFYs 2022-2026.
- The federally-approved STIP is the final document preceding the actual implementation of projects.

# Statewide Transportation Improvement Program (STIP)

- Why do we have a STIP?
  - 23 USC 135, 23 CFR 450 and 49 USC 5304 requires
    - ✓ That each State develop a statewide transportation improvement program for all areas of the state.
    - ✓ Cover a period of no less than four years and shall be updated at least every four years or more frequently if the Governor elects a more frequent update cycle. In Washington a new STIP is developed on an annual basis with monthly updates from January through October.
    - ✓ That each State to carry out a continuing, cooperative and comprehensive performance-based statewide multimodal transportation planning process.
    - ✓ Consistent with the long-range statewide transportation plan, metropolitan transportation plans, and rural transportation improvement programs.

# Statewide Transportation Improvement Program (STIP)

- 23 USC 135, 23 CFR 450 and 49 USC 5304 requires
  - ✓ Required for projects to be authorized by FHWA and FTA to utilize federal funding under title 23 USC and title 49 USC, Chapter 53.
  - ✓ Financial constraint shall be demonstrated and maintained by year.
  - ✓ Approved jointly by FHWA and FTA.

# Local Six-Year Transportation Programs

- Prepared by Cities, Towns & Counties
- Purpose: assure that local agencies have available programs looking to the future for not less than six years as a guide in carrying out a coordinated transportation program.
- Cities and Towns (RCW – 35.77.010)
  - Adopt by June 31<sup>st</sup>
  - To WSDOT by July 31<sup>st</sup>
- Counties (RCW-36.81.121)
  - Adopt by December 31<sup>st</sup>
  - To WSDOT by January 31<sup>st</sup>
  - To County Road Administration Board (CRAB) by January 31<sup>st</sup>
- Submit the federally funded and projects of regional significance to MPOs and/or RTPOs for inclusion in the regional TIPs, as applicable
- County lead agencies and rural Cities may submit directly to WSDOT and/or the RTPO for inclusion in the STIP based on an agreed upon process, which includes a public comment period

# Transit Development Plans

- Prepared by transit agencies (RCW 35.58.2795)
- Six-year plans
- Developed by September 1<sup>st</sup> of each year
- Shall be consistent with the comprehensive plans adopted by Counties, Cities, and Towns
- Provide to WSDOT, Transportation Improvement Board (TIB), Cities, Counties and regional planning councils
- Submit the federally funded and projects of regional significance to MPOs and/or RTPOs for inclusion in the regional TIPs, as applicable



# Tribal Transportation Improvement Programs (TTIP)

- Prepared by each Tribal Nation (25 CFR 170.400).
- Consistent with the tribal long-range transportation plan.
- Is fiscally constrained for all identified funding sources.
- Must identify by year all TTP funded projects/activities expected to be carried out over the next four years along with the projected costs and all other funding sources expected to be used.
- After approval of the TTIP, it must be forwarded to BIA or FHWA by Tribal resolution or authorized action certifying public involvement has occurred and requesting approval.
- A copy of the FHWA approved TTIP will be returned to the Tribe and BIA.
- Each year FHWA compiles the approved TTIPs for all Tribes into one document called the Tribal Transportation Program Transportation Improvement Program (TTPTIP).
- Annually Tribal TIPs are posted to the STIP web page once the new STIP is approved.

# Western Federal Lands Transportation Improvement Program (WFLTIP)

- The Transportation Improvement Program is an essential component of the Federal Lands Planning Program. It is developed cooperatively between Federal Lands Highway Division offices and the Federal Land Management Agencies (FLMA), and provides a list of transportation improvements for a four-year period among the primary programs administered by the Office of Federal Lands Highway, the Federal Lands Transportation Program and the Federal Lands Access Program. Each Federal Lands Division office develops their own TIP for projects delivered in their respective geographic region. FLH has responsibility for approval of the TIP.
- Annually the Washington State portion of WFL TIP is posted to the STIP web page once the new STIP is approved.

# WSDOT

- Annually builds the Six-Year Project Delivery Plan.
- Submit federally funded and projects of regional significance to MPOs and/or RTPOs for inclusion in the regional TIPs, as applicable.

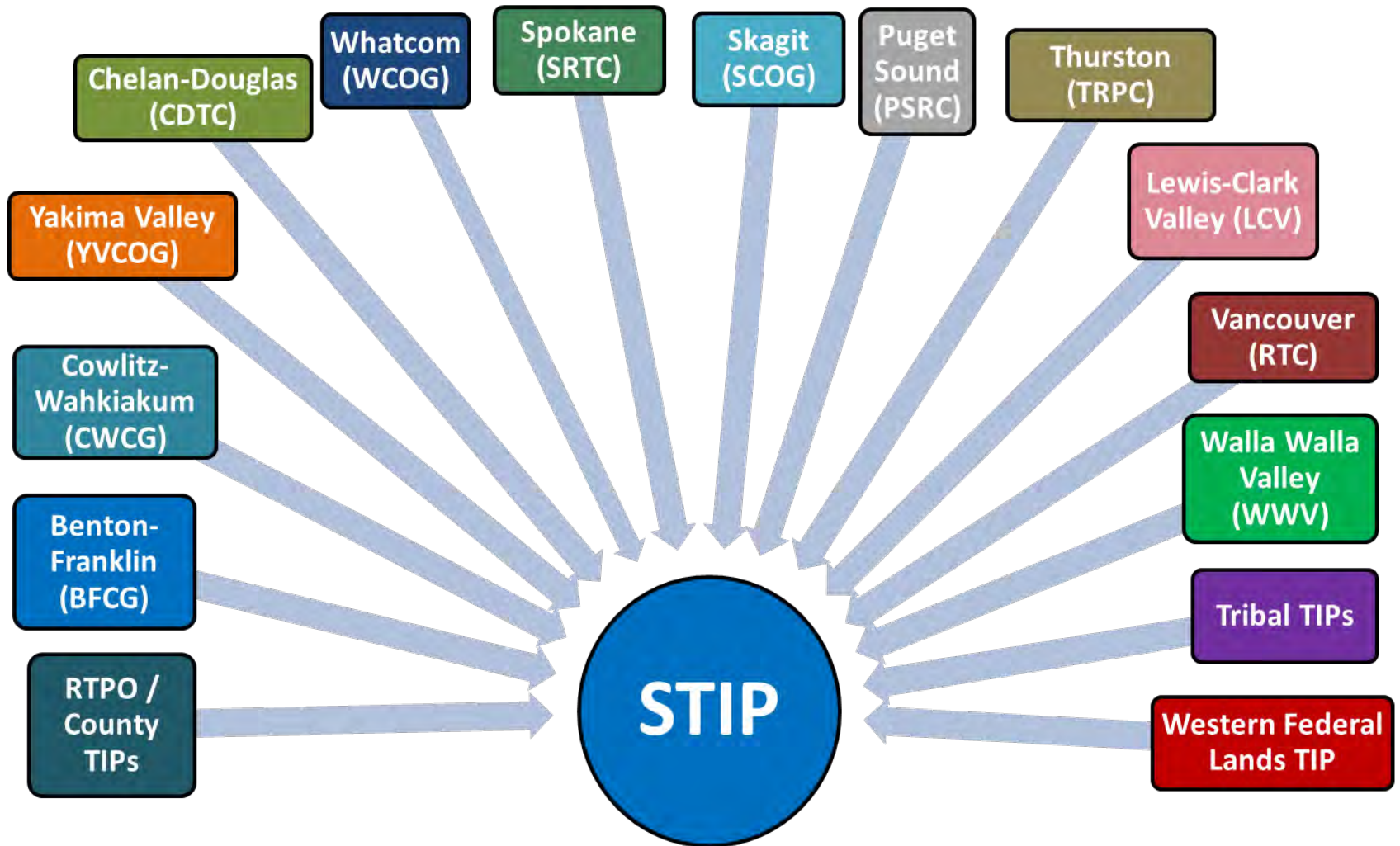
# Metropolitan Transportation Improvement Programs (TIPs)

- Metropolitan Planning Organizations (MPOs) (23 USC 134 (j) and 23 CFR 450.326)
  - **Four-year program (calendar years)**
  - Developed cooperatively with the state and transit operators
  - Must reflect the investment priorities established in the current Metropolitan Transportation Plan
  - Cover a period of no less than four years and shall be updated at least every four years and is approved by the MPO and the Governor designee.
  - Included in STIP without change
  - Fully program four years of projects that are expected to deliver within the time frame of the STIP
  - Financial constraint shall be demonstrated and maintained by year

# Regional TIPs (RTIPs)

- Regional Transportation Planning Organizations (RTPOs) (RCW 47.80 & WAC 468-86)
  - **Six-year program (calendar years)**
  - Developed cooperatively with local governments, WSDOT and transit operators
  - Must be consistent with the Regional Transportation Plan
  - Approved by the RTPO
  - Must be updated at least every two years
  - Only the first four years of the RTPO TIP are included in the STIP
  - Projects are submitted to WSDOT based upon agreed process

# Transportation Improvement Programs (TIPs)



# Projects Required in the STIP

- All projects receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds, including match and other funding sources included in the project.
  - Exception: Projects funded with Emergency Relief (ER) funding
- All regionally significant transportation projects in the state (whether state, local or federally funded), including WSDOT, TIB, CRAB, Commerce, etc.
- If a project has federal funds only in one phase of the project subsequent phases must be programmed in the STIP in order for NEPA approval,
  - Example: the PE phase has federal funds and the CN phase is 100% state and/or local funds. The CN phase must be programmed in the MPO/RTPO TIP and in the STIP.

# Defining Regional Significance

- Determined by MPO
- A transportation project that is on a facility that serves regional transportation needs
  - Such as access to and from the area outside the region
  - Major activity centers in the region
  - Major planned developments such as new retail malls, sports complexes or employment centers
  - Transportation terminals
- Included in the modeling of the MPOs transportation network
- Principal arterials and all fixed guideway transit facilities that offer an alternative to regional highway travel



# Key Elements for Each Project

- Project Description
- Beginning and Ending Termini
- Project Length
- Total Estimated Project Cost
- Full Funding of a Project
- Complete Funding of a Phase

# For Each Project or Phase, The STIP Shall Include:

- **Project Description:**

- Type of Work

- ✓ Widening, reconstructing roadway
- ✓ Pedestrian, bicycle enhancements: sidewalks, paths, bike lanes, etc.
- ✓ Safety improvements: guardrail, signing, etc.
- ✓ Purchase buses

- Termini

- ✓ Project limits
- ✓ Mile posts
- ✓ For Citywide/Countywide/Transit projects use N/A or Various for Begin/End Termini

- Length

- ✓ Total length of project
- ✓ Length between termini
- ✓ Not in lane miles

# For Each Project or Phase, The STIP Shall Include:

- Projects selected to receive CMAQ, CRP, STBG and TA funds using Toll Credits as match:
  - ✓ Project must be fully funded with federal funds
  - ✓ No match is to be programmed
    - Transportation Improvement Program (TIB)
    - County Road Administration Board (CRAB)
    - Local Funds
    - State funds
- The following statement **must** be included at the end of the project description:
  - ✓ **Project is fully funded with federal funds using Toll Credits as local match.**

# Examples of Project Descriptions – Do's

- Reconstruct roadway to two travel lanes with a center left turn lane, illumination, sidewalks and roundabout.
- Replace up to 22 paratransit vehicles that exceeded mileage and years of service guidelines.
- Construct new three lane street with sidewalks, curb and gutter, water, sewer, storm drainage, street lights and bike lanes.
- Add/upgrade signing, add delineation, add shoulder rumble strips.

# Examples of Project Descriptions – Don'ts

- Pedestrian and bicycle facilities consisting of curbs and gutters, ~~10'~~ multi-use pathway, sidewalks, ~~6' wide~~ and planter strips.
- Plane off ~~three inches of~~ asphalt roadway and resurface with ~~three inches of~~ Hot Mix Asphalt (HMA).
- The ~~proposed~~ project consists of cement treated full depth reclamation with a HMA overlay. Clear zone hazards and ditch slopes will be addressed and mitigated as feasible.

# For Each Project or Phase, The STIP Shall Include:

- **Total Estimated Project Cost:**
  - Must Include all Phases:
    - ✓ Preliminary Engineering (PE)
    - ✓ Right of Way (RW)
    - ✓ Construction (CN)
- May extend beyond the four years of the STIP.
- Should be updated at key intervals throughout the project's life. At a minimum, at least annually when updating the STIP.

# Programming Projects or Phases in the STIP

- The STIP shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.
- Full Funding of a Project
  - 1) Projects that show complete funding of all phases (PE, RW, CN) in the STIP.
  - 2) Projects that contain the complete funding of the final phase of CN are considered fully funded.
  - 3) Projects with future phases not included in the four year STIP are considered fully funded based upon:
    - a. The Metropolitan TIPs and Transportation Plans.
    - b. The annual update of the respective city or county six year transportation program.

# Programming Projects or Phases in the STIP

- Complete Funding of a Phase
  - Any phase of a project can only be programmed in the regional TIP/STIP if it is completely funded.
  - All funding for a phase (federal, state, and local) must be included.
  - If a project only has partial funding that is reasonably available for a given phase, the phase can not be programmed in the TIP/STIP.

Example: construction phase has federal funds, but there are no state or local funds to match, do not include in regional TIP/STIP.



# Scenario: Does the STIP need to document the total amount of funds programmed for the phase?

$$PE = \$5M \text{ (Fed + Local match)}$$

Answer: Yes – the STIP is required to document the total amount of funds (Federal, State and/or Local) programmed for each project/phase of a project listed in the STIP. For projects that are regionally significant, it doesn't matter if there's federal funds or not – all funds must be programmed in the STIP. For non-regionally significant projects that are using Federal funds, the STIP documents all funds to be programmed for that project or project phase.

Example 1: STIP (2023) – PE = \$1M (Fed) + \$4M (local) = \$5M programmed in the STIP

In cases where a project phase is going to be programmed over several STIP years, the STIP would reflect how the funds are programmed.

Example 2: In cases where a project phase is going to be programmed over several STIP years, the STIP would reflect how the are programmed.

STIP (2023) = \$1.2M (Fed + Local match)

STIP (2024) = \$1.8M (local)

STIP (2025) = \$1M (local)

STIP (2026) = \$1M (local)

Total Programmed in the STIP = \$5M

In cases where a project phase is going to be programmed over several STIP years, the STIP would reflect how the funds are programmed.

Example 3: For a case where a project phase is going to be programmed over several years and starts in the last year of the STIP.

STIP (2025) = \$1.2M (Fed + Local match)

The rest of the phase is assumed to be fully funded based on the fiscal constraint demonstration from the MTP.

Total Programmed in the STIP = \$1.2M

Note: if the project were to move forward to 2023 so it could be authorized, the rest of the funding associated with the project would also need to move forward into the STIP and would reflect something like one of the examples above.

# Scope Changes / Funding Increases

- Scope changes **must** be approved by the awarding agency prior to submitting a STIP update.
- Once a scope change is approved, a new prospectus and a supplement to the local agency agreement **must** be submitted to update the scope.
- Funding increases **must** be approved by the awarding agency prior to submitting a STIP update.

# Local Programs Federally Managed Programs

- WSDOT Local Programs has extended the 100% federal funding for FFY 2023-26 on New Project Phase authorizations for the following FHWA programs:
  - FHWA Local Bridge (\$25 million maximum)
  - City and County Safety (HSIP)
  - Railway-Highway Crossings
  - NHS Asset Management (\$5 million maximum)
- Local agencies awarded funding through these programs, are not required to provide local match for all eligible federal obligations for previous phases obligated at 100% or new phase obligations through September 25, 2026.
- If a project phase was initially authorized at less than 100%, that phase cannot be revised to 100%. All subsequent phases for the project are eligible for 100% federal funding.
- Projects that are requesting new project phase obligation after **January 1, 2023**, are required to update the STIP, to reflect the additional federal funding and align with the current estimate.
- **Programming is limited to the award amount stated in the award letter, unless an increase has been approved by HQs Local Programs.**

# Local Programs Federally Managed Programs

- After an increase has been approved, the STIP must be updated:
- Is the increase more or less than 30% of the total amount programmed in the STIP?
  - Total amount programmed in current STIP - \$1,200,000
  - 30% of \$1,200,000 = \$360,000
  - If the increase is less than \$360,000
    - The update is a STIP administrative modification and can be processed concurrently with obligation.
  - If the increase is more than \$360,000
    - The update is a STIP amendment and must be processed before obligation.

# Fiscal Constraint

- Means that projects programmed in the MPO/RTPO TIPs and STIP can be implemented using current and/or reasonably available revenue sources.
- Revenue Sources:
  - Federal apportionment
    - 1) Uses a formula to calculate an initial lump sum amount for each State's Federal-aid apportionment; then
    - 2) Divides the State's lump sum among different programs based upon percentages defined in law.
  - MPOs receive an annual allocation for the following federal programs:
    - 1) Carbon Reduction Program (CRP)
    - 2) Congestion Mitigation and Air Quality (CMAQ)
    - 3) Surface Transportation Block Grant (STBG)
    - 4) Transportation Alternatives (TA)
  - RTPOs receive an annual allocation for the following federal program:
    - 1) Transportation Alternatives (TA)

# Fiscal Constraint

- Rural Counties receive an annual allocation for the following federal program:
  - 1) Surface Transportation Block Grant (STBG)
  
- State Sources:
  - 1) Washington's fuel taxes (gasoline, diesel, biodiesel, etc.)
  - 2) Licenses, permits and fee revenues
  
- Local Sources:
  - 1) Property tax for roadway type project
  - 2) Sales tax for transit projects
  - 3) Local vehicle registration fees,
  - 4) Street use permits,
  - 5) Mitigation fees
  - 6) Local improvement districts (LID)
  - 7) Transportation benefit district (TBD).



# Fiscal Constraint

- Fiscal constraint of the MTIP and STIP shall be maintained by year.
  - Local Programs reviews fiscal constraint for Local Programs federally managed programs and each of the MPO, RTPO and County lead agency program of projects based on federal allocations and obligations.
  - Capital Program Development & Management Office reviews all WSDOT projects for fiscal constraint.

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

March 9, 2023

County: King

Agency: Auburn

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			AUB-76	28	0.000	CE	No	N/A	N/A	625,000	

1st Street NE/NW and N Division Street Pedestrian Improvements

Create raised intersection, add curb bulbs where not already in place, install new ADA compliant ramps, and add pedestrian level and street lighting improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		CMAQ	80,000			0	20,000	100,000
CN	2026		CMAQ	420,000			0	105,000	525,000
Project Totals				500,000			0	125,000	625,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	100,000	525,000	0
Totals	0	0	100,000	525,000	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: Peninsula RTPO

N Inside

Y Outside

March 9, 2023

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0104(061)	310401D	310401D-16	21	0.040	CE	No	013.74	013.78	7,873,063	23-01

SR 104/Paradise Bay-Shine Road - Intersection Safety Improvement

The intersection of SR 104/Shine Road is an Intersection Analysis Location (IAL) for the year 2016. 90% of the crashes at this intersection were entering at angle type crashes from Paradise road. This project will provide intersection control which has the potential to increase traffic safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023	HSIP	6,387,459	MVA	130,356	0	6,517,815
Project Totals			6,387,459		130,356	0	6,517,815

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	6,517,815	0	0	0	0
Totals	6,517,815	0	0	0	0

# Other Federal Requirements

- National Environmental Protection Act (NEPA): Federal approval of NEPA requires a subsequent phase (RW, CN) of the project be included in the STIP.
  - The following web site contains the document “Transportation Planning Requirements and Their Relationship to NEPA Process Completion”  
[https://www.fhwa.dot.gov/planning/tpr\\_and\\_nepa/tprandnepasupplement.cfm](https://www.fhwa.dot.gov/planning/tpr_and_nepa/tprandnepasupplement.cfm)

# Other Federal Requirements

- **PE:** If using FHWA funds in preliminary engineering (PE), you have committed to constructing the project. FHWA can request the funds used in PE be paid back if the project is not constructed within a reasonable time.
- **Utilizing 23 CFR Federal Funds Prior to Construction:** To maintain eligibility certain federal requirements must be met even though the project is being constructed with non-federal funds:
  - Must be constructed
  - Buy America (LAG – Chapter 14)
  - Title VI – Americans with Disabilities Act (ADA) (LAG – Chapter 29)
  - Compliance with Uniform Act (RW certification, as necessary) (LAG – Chapter 25)
  - NEPA Requirements (LAG – Chapter 14)
  - Projects may be reviewed/audited by WSDOT and/or FHWA

# Other Key Elements

- **Federal Aid Numbers** - need to be included on the project, if a project has previously been authorized. The agency needs to update the project with the project number to ensure clarity on which project is being referenced.
- **ALL Phase** - should only be utilized for projects that would not have the traditional PE, RW and CN phases such as FTA funded projects for bus purchases and transit operations.
- **PL Phase** – for Planning Activities Only, such as
  - Stand alone studies
  - Data Collections
  - UPWP/Administration activities
  - Commute Trip Reduction activities such as Public Outreach
  - Public Education under Safe Routes to Schools
- **Expenditure Schedule** - Verify expenditure schedule aligns with funds programmed.
- **Right of Way (RW)** - If the RW indicator is “Yes”, a RW phase should be programmed. Also, the RW indicator should be “Yes” for any RW action such as, temporary construction permits or easements that will require certification prior to authorizing construction.

# STIP Amendments-Administrative Modifications

- Please consult with or check the web sites of your respective MPOs/RTPOs as to when their due dates are for processing amendments
- STIP Amendment Due Dates are the third Friday of the month and are posted on the STIP web page
  - A STIP Amendment requires approval from FHWA/FTA
  - Administrative Modifications are approved by WSDOT
  - Amendments are submitted to FHWA/FTA two weeks after the STIP amendment due date
  - FHWA/FTA approves the amendment two weeks after the amendment has been submitted
  - Administrative Modifications are approved and posted to the STIP on the day the amendment is submitted to FHWA/FTA

## STIP Administration

<u>Amendment</u> <sup>1</sup>	<u>Administrative Modifications</u> <sup>2</sup>	<u>Updates Not Requiring STIP Change</u>
<i>See Section IX STIP Management- STIP Amendments &amp; Administrative Modifications of the STIP document for definition.</i>	<i>See Section IX STIP Management- STIP Amendments &amp; Administrative Modifications of the STIP document for definition. The following do not require the STIP to be modified prior to federal authorization of the project. However, the STIP must be updated to align with MPO requirements and reflect the changes as soon as possible.</i>	<i>The following do not require the STIP to be changed, as they will be reflected in the annual obligation report or subsequent STIP as applicable.</i>
Adding a New Project	Revisions to lead agency	Moving a project within the four years of the TIP or STIP.
Deleting a Project	Adding a prior phase of a project not previously authorized	Changes in a projects federal fund source(s) (any change from HSIP to NHPP or STP etc.,is an update only as this is a funds management action)
Changes to a project's total programmed amount* greater than 30% ( or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases. *Total programmed amount= A project's current 4-year STIP total of programmed funds	Changes to a project's total programmed amount* less than 30% (or any amount less than \$3 million). This includes adding or subtracting funds from currently programmed phases. <i>Note:</i> In order to reprogram funds decreased from a project or phase (i.e.adjust to award),the STIP will need to be updated prior to or at the same time funds are being reprogrammed. *Total programmed amount= A project's current 4-year STIP total of programmed funds	Any and/or all federal funds currently programmed in the STIP for a particular project without consideration of the phase split. For example: Programmed amounts are: PE- 1,000,000 CN- 4,000,000 Authorization for PE of 1,750,000 is allowed without a change to the STIP since the funds are programmed. OR Authorization for CN of 5,000,000 if the funds were not utilized for PE.
Major Scope Changes		
Changes to a project that affects Air Quality Conformity	Minor changes or errors in project information such as: environmental type ,right of way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.	All adjustments in a project's funding authorization for award of a contract.
Adding a future phase of a project		
Adding Federal dollars to a project currently in the TIP/STIP that does not have federal funds ( <i>federalizing a project</i> ).		

<sup>1</sup> Amendments will continue monthly January through October

<sup>2</sup> Administrative modifications will be updated monthly and available via the on-line STIP. FHWA/FTA will be provided a listing twice a year with the January and October amendment submittals. Additionally, financial feasibility will be shown in the original STIP and updated twice a year in the January and October amendment submittals to FHWA/FTA.



# Annual STIP Timeline

- **June 30th**  
All cities and towns six-year programs adopted
- **July**  
Agencies & WSDOT submit projects for inclusion in the STIP to MPO's & RTPO's, as applicable
- **July 31st**  
Adopted City Transportation Programs due to WSDOT (via online STIP or mail)
- **August/September**  
MPOs assemble regional TIP and prepare analysis for conformity finding (as applicable)
- **August**  
WSDOT review draft MPO TIPs  
*As requested WSDOT reviews draft RTPO TIPs, County Lead and city transportation programs*

# Annual STIP Timeline

- **September 1st**  
Transit Agencies six year plans due
- **September/October**  
WSDOT, FHWA and FTA review MTIPs for air quality conformity
- **October**  
All MPO and RTPO TIPs due to WSDOT.
- **November**  
FHWA and FTA issue Regional Air Quality Conformity finding  
WSDOT approves MPO TIPs  
*Draft* STIP available for public review

# Annual STIP Timeline

- **December**

WSDOT submits the STIP to FHWA and FTA for approval  
Counties adopt annual budgets and six-year programs

- **January**

FHWA and FTA approve the STIP

- **January - October**

MPO TIP/STIP amendments are processed monthly with public comment

# Resources

- WSDOT Local Programs web page:  
<https://wsdot.wa.gov/business-wsdot/support-local-programs>
- WSDOT STIP web page:  
<https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stipWSDOT>
- Local Agency Guidelines (LAG Manual)  
<https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/local-agency-guidelines-lag-manual>

# For Assistance

## Region Local Programs Engineers

- **Northwest** – Mehrdad Moini  
(206) 440-4734
- **North Central** – Brian Pearson  
(509) 667-3090
- **Olympic** – John Ho  
(360) 357-2631
- **Southwest** – Robert Klug  
(360) 905-2182
- **South Central** – Randy Giles  
(509) 577-1780
- **Eastern** – Mark Allen  
(509) 324-6081

## For the STIP: Nancy Huntley

(360) 705-7378

huntlen@wsdot.wa.gov

MPOs/RTPOs