



Washington State
Department of Transportation

WSDOT Local Programs Newsletter

Serving our local agencies in Washington for over 75 years

Spring 2024

Director's Note

By Jay Drye, PE

Here we are, well into 2024 with signs of spring all around us. Soon, we will be in the height of the construction season.

This will be another extremely busy season. Please do everything you can to keep yourself and crews safe and remember to slow down when driving through construction zones. As the projects go into construction, take the time to be proactive by setting up the projects now for a successful closeout. There has been significant variability in the bidding climate this season. One observation from last season is that late bid timing (June-August) resulted in the highest bids. We need to all try to avoid having to put out bids late in the season to get the best bids.

Recently there has been a number of challenges getting projects to construction, from strained resources, changing environmental requirements, to DBE related bid issues. In areas that we have the ability to make changes, we are updating procedures and resources to resolve or mitigate these issues.

You will find several updates in this Spring 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.

There will be numerous opportunities and many challenges ahead of us while we take full advantage of the various funding programs. 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.

2024 State Supplemental Transportation Budget

Governor Inslee signed the 2024 supplemental transportation budget, ESHB 2134 on March 28th. Local Programs is working through the details and notifying agencies of new and updated funding that was made available to their projects for the remainder of the 2023-2025 biennium.

Local Programs capital program funding exceeds \$882 million for local agency projects including:

- \$25 million – 21 new local projects
- \$142 million – Connecting WA projects
- \$243 million – Move Ahead WA projects
- \$74 million – Tier Pedestrian & Bike projects

- \$243 million – Active Transportation projects
- \$100 million – Freight Related projects
- \$36 million – Federal PROTECT projects
- \$7 million – Federal Fund Exchange Pilot Program

Notable items to Local Programs operating program including:

- \$750,000 for a grant program to support local initiatives that expand or establish civilian intervention programs for nonmoving violations, focusing on nonpunitive interventions.
- \$275,000 of the climate commitment act funding to support Pierce, Skagit, Whatcom, and Wahkiakum County ferries with youth zero-fare policies, eliminating fares for passengers 18 years of age or younger.
- \$500,000 for the Seattle Department of Transportation to create a digital conflict area awareness management program.

Federal Infrastructure Funding

On March 8, 2024, the Consolidated Appropriations Act, 2024 was passed providing federal funding for FFY 2024. On March 27th, FHWA released the Federal Notice on obligation authority (OA), providing states a full year of spending authority. For FFY 2024, OA is split WSDOT 57% / Local 43%, increasing the local share approximately six percent than was allocated in FFY 2023.

The Consolidated Appropriations Act, 2024, includes over a 1,000 Congressionally directed Highway Infrastructure Program (HIP) line-item projects. Once FHWA notifies Local Programs of the funding availability, selection letters will be sent to agencies. The projects are required to follow all Title 23 federal requirements. Costs incurred prior to federal authorization are not eligible for reimbursement.

Federal Fiscal Year (FFY) 2024 Allocations & Program Delivery

FFY 2024 allocations 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)) were distributed last week to the metropolitan and regional transportation planning organizations (MPO/RTPO) and county lead agencies. FFY 2024 allocations are based on the 2020 Census data, the JTC split for FFY 2024, and the WA 2022 Highway Performance Monitoring System (HPMS) mileage data, as applicable.

The total local share for FFY 2024 is approximately **\$327 million**. As of the end of March, halfway through FFY 2024, local agencies have authorized 32 percent of the funds available. Therefore, **\$221 million** remains to be obligated by September 15, 2024.

Reaching the local OA target delivery last year presented challenges that went beyond supply chain and the pandemic 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 2024.

The transparency and accountability put in place through the Local Agency Federal OA Policy continues to highlight the need for local agencies to focus on delivery. A friendly reminder that it is imperative teams are diligently reviewing the federal requirements necessary for each project and ensuring funding

packages are complete 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 January, FHWA notified all states that they were anticipating another large August redistribution in FFY 2024. FHWA explained that approximately \$147M 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**.

Next week, Local Programs is meeting with the MPOs and county lead agencies to discuss this opportunity. MPOs and county leads that are considering requesting redistributed OA, they are required to meet their Local OA Target and submit a detailed project list to Local Programs by the first week of July, for submittal to FHWA. Local agencies need to work with their MPO, RTPO and county lead agency to identify the projects that could utilize additional OA to deliver their projects. For local agencies to participate, projects and the funding needed must be submitted to Local Programs by the end of June, for submittal to FHWA. Projects identified on the list must be in the STIP, ready to obligate (NEPA, RW certs., DBE, etc. are complete) and submit complete funding packages, no later than September 13th.

Federal Fund Exchange Pilot Program

The federal fund exchange pilot program allows the exchange of federal rural county 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 FFY 2024 allocations.

For FFY 2024, four rural counties requested to participate (Garfield, Mason, Pacific, Wahkiakum) in the pilot program. At the exchange rate, the counties will be programming ~\$1.44 million in state funds for transportation projects. Local Programs will transfer ~\$1.52 million in federal funds to WSDOT to program and deliver in FFY 2024. The 2024 Supplemental Transportation Budget continues the program for FFY 2025.

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.

Consultant Agreement End Dates

Local Programs continues to see agencies utilizing consultants with expired consultant agreements. When the consultant agreement expires, none of the costs beyond the expiration date are eligible for reimbursement. A couple tips to avoid this include creating a calendar reminder of the expiration date as well as making this an emphasis point when selecting a consultant.

Other points to consider include recognizing the timeframes it may take to extend a consultant agreement having to go through a council or a commissioner approval process as well as obtaining required signatures. Setting an agreement end date at the end of a calendar year is convenient but can also be problematic with year-end holiday activities sometimes making signature authorities less available. The development and delivery of our projects is an evolution and subject to a variety of factors that can often delay and distract from initial schedules. It may be wise to negotiate delivery schedules with consultants and then add a couple of extra months on the consultant agreement as a contingency.

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 is publishing a list of anticipated dates for Notice of Funding Opportunities (NOFOs) 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>.

FFY 2021 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 2024, or they will lapse. Please work with your Region Local Programs Engineer to meet the program deadlines.

- Ferry Boat Program (FBP) – All 2021 FBP funding packages must be to HQ Local Programs no later than **June 30, 2024**, or they will lapse.
- Highway Infrastructure Program (HIP) – All 2021 HIP funds distributed to the Transportation Management Area's (PSRC, BFCG, SWWRTC, & SRTC) for local agency projects must have their project funding packages to HQ Local Programs no later than **September 15, 2024**, or they will lapse.

Right-of-Way Update

- The 2024 Annual ROW Meetings will be held virtually this year through Teams. The same meeting will be held on two separate dates so that participants can select the date and time that works best for them. The dates are Thursday, April 18, and Tuesday, May 7th. The links to attend the meetings and the agendas are available on our Training Website ([Right-of-way training & education | WSDOT](#)).
- To create uniformity in the handling of encroachments, updated guidance has been released. This guidance will be added to Chapter 25 of the LAG during the next manual update. Until then, you can view the guidance document on our Local Programs ROW main webpage ([Right of way services for local governments | WSDOT](#)).
- We are pleased to announce that Julie Brown has joined our ROW Team. She will be assisting the current Local Agency Coordinators with Spot Check and Reviews as workloads fluctuate. Julie will also be helping with new training classes together with form and brochure updates.

Local Technical Assistance Program (LTAP) Training

The core function of WSDOT Local Programs Division's 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, 2022 to September 30, 2023 over 2,500 attendees received more than 18,000 hours of training.

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

Bridge Compliance

Following last year's review from FHWA, the bridge program was out of compliance for three items. Two of these, load rating and scour, required specific agencies to complete the applicable analyses and are on track to be completed and in-compliance by the end of April. The third non-compliance issue was for two steel trusses that have not been inspected in accordance with the National Bridge Inspection Standards (NBIS) because they were not accessible for inspection due to excess debris on the structures. One bridge was closed because it was in poor condition. The second bridge is currently on track to have the structure cleaned and inspected by the end of summer. This is a good reminder to all bridge owners that NSTM (nonredundant steel tension member) bridges require regular cleaning for a proper visual inspection within arm's reach.

The bridge program was found in substantial compliance in several other areas, resulting in improvement plans. Some key items for bridge owners:

- 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.
- Critical findings must be reported to the Local Programs Bridge Engineer within 24 hours of the finding. Please reference the Washington State Bridge Inspection Manual (WSBIM), Chapter 6, for additional details on critical findings.
- 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.

We have continued to stay at a nearly perfect record for timely reporting of data. We had a couple of outliers last year, but we appreciate your continued efforts to submit inspection data in the 60-day window for review and release by the data steward. We have also seen an increase in the required communications for bridges that require load posting and most agencies seem to be meeting the 30-day requirement to have signs in place. Please continue to let the Local Programs Bridge Engineer know, Sonia Lowry, if you have concerns with this requirement.

And last but not least, we continue our transition from the 1995 Federal Coding Guide Requirements to the new Specifications for a National Bridge Inventory coding guide. You will continue to see additional guidance and clarification for new or changed data fields. More new fields will be added to our inspection software, BridgeWorks, in the 2025 and 2026 releases. We plan to submit the first full set of new data in March 2026.

Endangered Species Act/Stormwater Update

Last summer, Local Programs and WSDOT Environmental Services Office added a liaison dedicated to handling Endangered Species Act (ESA) consultations on Local Programs projects. Local Programs received funding this legislative session for an additional ESA liaison. The position establishment is underway, and we hope to begin recruitment by early summer.

Our current liaison is working through the ESA consultation backlog. Additionally, our liaison is helping to create forms, processes, and procedures to implement our future programmatic agreements with both the National Marine Fisheries Service (NMFS) and the US Fish and Wildlife Service (USFWS). These liaisons will be critical to our success and we are excited to welcome them!

Local Programs is currently reviewing a draft Programmatic Biological Opinion with USFWS, which we expect to be issued in 2024. Local Programs is also working to gain access to WSDOT's updated NMFS Programmatic Biological Opinion, also expected in 2024.

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

If a project adds new pollution generating impervious surfaces, and cannot infiltrate all the stormwater runoff, the NMFS programmatic may be a useful ESA consultation option. Projects with designs aligning with this programmatic will benefit from reduced ESA timelines, resulting in faster NEPA completion.

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 could aid Local Agencies in this regard.

- 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, best practice would be to review this form for corrections as soon as possible and request concurrence as quickly as possible to take advantage of this specification.
- Local Programs also continues to see DBE subs not having the correct NAICS codes as agencies request concurrence. Verifying the DBE sub has the correct NAICS codes can be done here (<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 along with sharing best practices. [Diverse business programs | WSDOT \(wa.gov\)](#)

Local Project Reports

June 2024 is the next Local Project Report reporting period for agencies that have a project(s) funded through Local Programs that 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 development of Local Programs 2025-27 Transportation Budget submittal and to respond to questions from legislative staff on project status and delivery.

Safe Harbor Indirect Cost Rate update

The Safe Harbor Indirect cost rate program was initially piloted at WSDOT in 2013 and remains a popular choice to provide smaller consultant firms access to the State and local agency markets giving firms time to develop their federally compliant rates. In March, WSDOT in conjunction with FHWA increased the safe harbor rates from 110% with an 80% field rate to 120% and a field rate of 90%. Consultant firms under the current safe harbor rates have been notified of the increase. Many agreements include an annual update clause in the payment provisions and the increased safe harbor rate would be applicable at that time. Please coordinate with your firms to determine when or if the updated safe harbor rate may apply. Additional information on Safe Harbor can be found at: <https://wsdot.wa.gov/business-wsdot/audit/safe-harbor-indirect-cost-rate>

New Reimbursement Requirement

WSDOT is preparing for our new accounting system launch. WSDOT is working to ensure all vendor addresses are updated. Please review the address listed on your progress billings to ensure that it is the same address as your agency's OFM Vendor Record. If your mailing address is a 'PO Box...' that is the address that should be on the progress billing, not the agency's physical address. If the addresses do not match, please go to the OFM site Vendor Change <https://ofm.wa.gov/it-systems/accounting-systems/statewide-vendorpayee-services/changing-your-vendor-registration> to submit a new form with the updated address.

WSDOT's new system, will not allow payments to be processed if the progress billing and the OFM Vendor Record do not match. If you would like to know what address WSDOT has on file, please send an email to hqlpbillings@wsdot.wa.gov.

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 through 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 <https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/local-agency-guidelines-lag>. Current postings include guidance on division 1 special provisions and liquidated damages.

Local Programs Funding Updates

Civilian Intervention Program

The Civilian Intervention Program is now open for project submittals. The purpose of this legislative proviso program is to support local initiatives that expand or establish civilian intervention programs for nonmoving violations, focusing on nonpunitive interventions. Eligible jurisdictions under this grant program include cities, counties, tribal government entities, tribal organizations, law enforcement agencies, or nonprofit organizations. More information on this grant program including eligible funding activities can be found at [Civilian Intervention Program | WSDOT](#).

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. Funds may also be used for educational brochures or mapping technology that aids in the safety and direction of users of wheeled all-terrain vehicles routes. This program remains open. For more information on eligible funding activities and limits, go to: [Multiuse Roadway Safety Account | WSDOT](#).

Federal Local Bridge Program

For the 2023 call for projects The program received 80 qualified applications requesting \$363.6 million dollars. WSDOT and the Bridge Advisory Committee have selected 36 projects for funding awards, totaling \$147.3 million. We anticipate a new bridge call mid 2025 for roughly \$100 million.

National Highway System (NHS) Asset Management Program (\$102 million federal)

The objective of this federal program is to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway. In January 2024, WSDOT announced the final selection of 38 projects totaling \$102 million statewide.

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 call for projects closed in February. Projects are now being evaluated with awards expected in summer 2024.

Traffic Conflict Screening Using Video Analytics Program (~\$1 million (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. No applications for these funds were received during the 2024 City Safety Program call for projects. An ongoing call for projects for this program will be starting soon, with projects evaluated as they are submitted.

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 will open in fall 2024 with applications due in early 2025.

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

This new 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 (~\$20 million)

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 next call for projects is anticipated in spring 2024 with awards in the fall.

2023 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. From the many qualified projects that were submitted, the following projects were selected:

Best City Project – City of Pullman

Arterial Streets Resurfacing 2020

The Arterial Streets Resurfacing 2020 project resurfaced 1.3 miles of heavily deteriorated urban arterial streets on Pioneer Hill in Pullman by utilizing a grind-and-mix approach that allowed for an efficient construction timeline and minimized necessary materials removal and procurement and use. The \$1.8M project also included several safety considerations and enhancements along the targeted arterial route, which is primarily through residential areas, including school routes/zones, with a portion also traversed by Pullman Transit. A total of 65 curb ramps were constructed in the project limits to ADA standards (19 existing, 46 brand-new), with three traffic calming areas incorporated into the design aimed to help slow traffic and promote safer navigation by and visibility of pedestrians along this key route.



Best County Project – Kittitas County

Vantage Highway Corridor

Roadways never function and never exist entirely by themselves, they are part of an experience. Every project has a context, and being able to understand that context allows agencies to reap many benefits. This particular project being rural in nature, surrounded by Washington State Parks lands, and used heavily by large commercial traffic presented some unique and innovative solutions.

Early in the design process, it was realized the failure was in the pavement structure rather than the traditional base failure typically observed. To address this, the County added reinforced fibers to our hot mixed asphalt to add strength and durability. The addition of the fibre is to increase the design life and reduce the maintenance costs, like crack sealing, of the pavement life cycle. The County also took the opportunity to upgrade all the guardrail and delineation throughout the project to bring this stretch of roadway to current standards. The project was a success coming in under budget and on time.

Best Special Project – City of Othello

Main Street Safety Project

In response to pedestrian safety concerns along Main Street, the City of Othello installed pedestrian hybrid beacons (HAWK systems) with bulbouts at the intersections with 5th and 6th Avenues. These systems provide a pedestrian actuated signal for crossing while improving safety by shortening the crossing distance and providing addition illumination. The project was funded by FHWA's City Safety Program that covered all of the construction costs and 90% of the design costs.





Director's Award – Pierce County

121st Street South - 'C' Street South to State Route 7

The 121st Street South project eliminated a pivotal gap in the pedestrian and cycling networks of Pierce County's Parkland community near its busy transit center. Built following a deeply collaborative public engagement process, the project delivers safer and more accessible pathways for residents and visitors alike. It further promotes the well-being of the public by encouraging the use of more active and sustainable forms of travel. With an emphasis on providing active transportation infrastructure in a

lower opportunity area, the project is aligned with Pierce County's goal to develop safe and just communities. The improvements have assembled a pedestrian-friendly urban environment in Parkland that positively contributes to the safety and future prosperity of its residents.

Staff Changes

South Central Region Local Programs Engineer – Welcome Seth Walker, PE

You may recognize Seth because he began his career at WSDOT in 2006 as a project inspector and designer. Since that time, he has worked for Columbia County as the Assistant County Engineer and Walla Walla County as the Chief of Engineering and Construction. Seth has over 17 years of experience in project management and project delivery through all phases of road and bridge construction projects. The skills Seth has gained at the local level will suit him well in Local Programs.



Congratulations to Randy Giles, PE as he transitions into his new role as the South Central Assistant Region Administrator – Design, Program Management.

Best Wishes to Phil Nugent on his recent promotion to South Central Region Planning Manager!

For More Information

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