



Washington State
Department of Transportation

WSDOT Local Programs Newsletter

Serving our local agencies in Washington for over 75 years

Fall 2025

Director's Note

By Jay Drye, PE

Where did summer go?

I hope you had an enjoyable and productive summer. My summer flew by both personally and professionally.

This summer construction season was one of the largest we have ever seen in Washington and through Local Programs. As many of these projects close out this fall, I encourage teams to maintain attention on proper documentation for a clean closure.

There have been a large number of changes to both state and federal programs. The state transportation budget for the 2025-2027 biennium brought about an unprecedented number of changes for projects and programs within Local Programs. The result has been a large volume of administrative work that took several months to complete. We appreciate everyone's patience through these times of uncertainty.

Federal Fiscal Year (FFY) 2025 brought many unique challenges. We were able to meet the obligation target for the local partner program in Washington. This also allowed us to capitalize on an additional \$20 million of redistributed obligations. There were a number of last-minute changes due to policy and procedure changes from the Federal Highway Administration (FHWA) Headquarters. For the most part, we were able to overcome most of these changes working together. Thank you for all your efforts to meet these goals and your patience as we worked through the many barriers.

The media and political attention on the Federal Infrastructure programs continues. If you are delivering projects that have current Federal awards, please continue to diligently deliver these projects. It is extremely important to keep these projects on track and off the "inactive" list. As a reminder, projects that fall into inactive status are at risk of funding cancellation.

The current Federal Transportation Act expires in FFY 2026, and the attention will be turning towards reauthorization and the next Federal Transportation Act. We can only speculate as to what the new act may bring and when it could be passed.

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

Enjoy Fall along with the changing seasons!

Federal Fiscal Year (FFY) 2025 Program Delivery

FFY 2025 obligations, including Advance Construction (AC) authorizations, totaled \$444 million.

Although the focus is usually on the formula Obligation Authority (OA) that is required to be obligated annually, this amount includes the redistributed OA (\$20M) and the other federal funding that is received through non-formula, such as USDOT/FHWA discretionary earmarks and programs, INFRA, RAISE, Congressional Earmarks, Ferry Boat, Federal Lands, Emergency Relief, etc.

While it was an incredible achievement, it came with challenges to both internal and external staff, since over 40 percent of the federal funds authorized were submitted and processed in the last three months (July – September) of the FFY. Local agencies had a target of approximately \$349 million of formula OA, and at the end of May over \$172 million remained. On August 27th, \$20 million of redistributed OA was provided by FHWA, requiring redistribution submittals to be reviewed and authorized. FHWA authorized the final local project that utilized the remaining local federal funds on September 25th, the final day of the FFY.

FFY 2025 continued to highlight how imperative it is that local agency project schedules be realistic. The transparency and accountability put in place through the Local Agency Federal OA Policy which highlights the need for local agencies to clearly provide updated delivery schedules to Local Programs/MPO/County lead agencies. Continued discussions are necessary as we move forward into FFY 2026.

Please work with your Region Local Programs Engineer to ensure that they have the latest information for the delivery of your projects as we start FFY 2026.

Federal Infrastructure Funding

As of midnight in Washington DC on Tuesday October 7th, the partial shutdown of the US federal government hit the one-week mark. The shutdown is the 15th since 1981, and on track to become the fourth longest in US history. The longest shutdown lasted 35 days from 2018 to 2019.

Most often, Congress will pass a Continuing Resolution (CR) approving funding of federal agencies usually at the prior year, 2025 level. The CR is only temporary, allowing Congress to return to negotiations to come to an agreement on the final budget. A final budget is required, to provide the Federal Fiscal Year (FFY) 2026 allocations.

It is expected that beginning October 15th, FHWA will re-open and Local Programs will begin sending projects to them for obligation.

Redistributed Obligation Authority (OA)

In January, FHWA explained that approximately \$178 M of redistributed OA is estimated to be available to Washington State. However, the additional funding is contingent on being able to deliver the Statewide Local OA Target of **\$349 million**.

Local Programs met with the MPOs and county lead agencies several times in the Spring to discuss this opportunity. MPOs and county leads were challenged to meet their Local OA Target and submit a detailed project list to Local Programs by the end of June for redistributed OA consideration. Local Programs reviewed the lists of projects to ensure that there was adequate apportionment/contract authority available for the projects proposed and they could meet the deadline of September 12th.

The State total redistributed OA request was \$92 million with \$20 million for local agency projects.

On August 27th, FHWA notified states of the availability of FFY 2025 Redistributed OA. Washington received the total amount requested, providing \$20 million for local agency projects.

FFY 2026 Allocations & Program Delivery

FFY 2026 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)).

In FFY 2025, we were over halfway through the year, before final funding amounts were made available.

Reaching the local OA target delivery last year continues to highlight the need for agencies to reassess their project schedules each Fall and provide that updated information to the MPOs, County Leads and your Region Local Programs Engineer's. With the additional federal and state transportation funding available, it is especially important that all local agencies review their program of projects and the timelines for each project to obtain the required approvals and certifications to move the projects forward. The schedules need to be realistic to ensure delivery in FFY 2026.

Also, to ensure timely authorization of FHWA and state funds, please review the associated requirements necessary for each project and ensure 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>.

To understand how you contribute to meeting the overall delivery, please contact your respective MPO or the Washington State Association of Counties (WSAC) or your Region Local Programs Engineer if you have any questions.

2026-2029 Statewide Transportation Improvement Program (STIP)

All local agencies, Metropolitan Planning Organizations (MPO), Regional Transportation Planning Organizations (RTPO), and Local Programs are currently developing the 2026-29 STIP for FHWA and FTA approval. The STIP is a four-year prioritized multimodal transportation program compiled of state, local tribal and public transportation projects that include highways, streets, roads, rail, transit-hubs, park and rides, bridges, sidewalks, bike lanes, trails, and safety. The STIP is a calendar year document that is developed on an annual basis.

The draft STIP will be available for public review and comment in November. The final 2026-29 STIP is submitted to FHWA and FTA in December and approve in January. Only projects programmed in the STIP can be authorized by FHWA and FTA to utilize federal funds. If a project was delayed, it is essential that they be moved forward to the 2026-29 STIP by the respective MPO, to ensure the project authorization schedule is not impacted.

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 2026. The state funds are required to be authorized by June 2027.

Currently, five rural counties are participating in the exchange program including: Ferry, Lincoln, Pacific, Stevens and Wahkiakum Counties. If other rural counties want to participate, please contact Local Programs, so that coordination with WSDOT to program the federal funds can begin.

FFY 2023 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 2026, 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)

2026 State Supplemental Transportation Budget

In September, WSDOT submitted its 2026 Supplemental Agency Budget Request for consideration. The Office of Financial Management (OFM) has made all state agency budget requests available publicly at the following web portal: [OFM - Agency Budget Request](#). To view our agency's budget request, using the pull-down menus, select budget session – 2026 supplemental, and then Department of Transportation – 405. You can view the entire agency submittal or if you choose, only by individual program. The Governor will review all agencies' requests and present his proposal to the Legislature in mid-December.

All 2023 FBP funding packages must be to HQ Local Programs no later than **June 30, 2026**, or the funds lapse.

Congressional Directed Spending (CDS) Earmarks – All 2023 Consolidated Appropriations Act CDS earmarks must have their project funding packages to HQ Local Programs no later than **September 14, 2026**, or the funds lapse.

Right-of-Way (ROW) Update

The updated WSDOT Right of Way Manual and Chapter 25 of the LAG have been released. Please review these manuals before starting any right of way work, as many policies, as well as state and federal laws, have changed.

Although the requirement isn't new, Local Programs (LP) ROW would like to remind agencies that per Chapter 25.13 of the LAG, certification review requests need to be submitted once acquisitions are complete and approximately 2 months prior to advertising of the construction contract. In recent months, LP ROW has received certification review requests with a 72-hour or less turnaround time due to funding deadlines. We will not be able to continue to accommodate these short requests that jump to the front of the line. Please ensure projects have adequate time for the ROW Phase, including sufficient time for the certification review.

Eva Betts, Local Agency Coordinator for the Olympic and Southwest Regions, will retire in November. She started with LP ROW right when COVID began, and her ability to quickly learn a new job without any in-person training was amazing! Eva's common-sense approach, dedication, great sense of humor, and hard work will be greatly missed. Local Programs wishes Eva the best as she starts a new adventure!

Julie Brown, our Local Agency Coordinator-Statewide, will transition and become the lead for the Olympic and Southwest Regions. Since starting in 2024, Julie has become an instrumental member of our Team. We know she will do a great job continuing the dedication to helping her agencies deliver their federally funded ROW Projects.

As always, please consult with your local agency coordinator early and often regarding all project ROW needs. Local Programs ROW looks forward to continuing to work with your agency on delivering its ROW projects.

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

Work is continuing for the Plan of Corrective Action (PCA) and Improvement Plans (IP) from our findings during the annual metric review from 2024. The PCA for Metric 12 (Inspection Procedures – Quality Inspections) is a two-year plan and we expect to continue working on this through next year. Some of you may have attended the Bridge Inspection Report Writing class earlier this year. We are hosting another session in October and will likely add this to our annual training opportunities. For the IPs related to bridge files, scour, and waterway information, many of you may have received a request for information from the local programs bridge team. A random sample of 5% of inspections completed in each quarter are selected for an in-depth review. A prompt response is helpful for us to get through this process. Some bridge owners may be given some items for correction, updating, or improvement. Our bridge team is here to guide you through this process.

For CY 2025, we are not expecting any noncompliance findings, however, there are a few items that we need to work on statewide. Please keep the following requirements of the National Bridge Inspection Standards in mind as you plan your bridge inspection work for the year:

- Bridge inspections should be planned for completion within the month they are due. If you cannot complete the inspection on-time, notify the Local Programs Bridge Engineer for Program Manager approval. PM Approval may be given for extreme weather or equipment failure. Late inspections are not approved for scheduling conflicts. One recurring problem has been failure to have a consultant agreement in place with ample time for the inspection to be scheduled.

- Bridge files are maintained by the bridge owner. We encourage everyone to review their bridge files for current and accurate information (such as load ratings and scour appraisals) and appropriate historic records (such as bridge inspections, maintenance records, and correspondence). There is a bridge file checklist to guide this review.

The data transition to the Specifications for a National Bridge Inventory (SNBI) continues, with all fields now 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) consultation backlog continues to improve. So far in CY 2025 we have received fifteen National Marine Fisheries Service (NMFS) biological opinions, with six more under current review.

Local Programs has worked with WSDOT and FHWA to gain access to WSDOT's Programmatic Biological Assessment with NMFS. Our 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.

DBE Program Updates

The Interim Final Rule was issued by the United States Department of Transportation (USDOT) on Sept. 30, 2025, updating the Disadvantaged Business Enterprise (DBE) program. The interim final rule was published in the Federal Register on October 3, 2025. The comment period ends on November 3, 2025.

WSDOT is working in coordination with the state Office of Minority & Women's Business Enterprises and the Washington State Attorney General's Office to fully understand the implications of this rulemaking. We will provide updates to the program as soon as more information is available.

2026 Standard Specifications

The 2026 Standard Specifications was published on September 2, 2025. The 2026 book reorganizes content in Divisions 1 through 4. To give Local Agencies ample time to adjust to the changes, adoption of the 2026 standard specifications will be April 1, 2026. Any project that advertises after that date must use the 2026 book. Local Programs General Special Provision Website has been updated to include a ZIP file of the WSDOT GSP files and indexes that are compatible with the 2025 Standard Specifications. APWA GSPs that are compatible with the 2026 book will be published in March 2026, prior to adoption. Although not recommended, any agency wishing to change to the 2026 book prior to adoption must use the WSDOT index instead of the ZIP file and carefully review APWA and other cross references in their Agency GSPs for the correct spec location.

Buy America

The waiver for manufactured products has been rescinded. For projects with construction obligated on or after October 1, 2025, the general waiver for manufactured products is discontinued and manufactured products will have to be manufactured in the United States. Final assembly of all components needs to occur domestically. The manufacture of an individual component of a manufactured item is not required to be manufactured domestically until October 1, 2026. View the final rule at Federal Register: [Buy America Requirements for Manufactured Products](https://www.federalregister.gov/documents/2025/01/14/2024-31350/buy-america-requirements-for-manufactured-products). <https://www.federalregister.gov/documents/2025/01/14/2024-31350/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>

Please note, one difference for Local Programs projects: Projects with a **construction obligation date** after October 1, 2025, require the new specification. (WSDOT CN bulletin uses the advertisement date).

Waiver for De Minimis Costs

October 1, 2025, the formula for De Minimis Costs was updated to include Manufactured Materials. Agencies must track all foreign construction and manufactured materials separately from steel/iron. WSDOT form 350-108 (Certificate of Materials Origin) includes both construction materials and manufactured products. The new formula for de minimis costs is:

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

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.

Project Labor Agreements

Executive Order 25-07 from the State of Washington requires large and complex public works projects over 35 million to have Project Labor Agreements (PLA) for their workers. This executive order only applies to projects with only State funding.

Wage Rates

State and federal wage rates must be physically incorporated into Contracts for all Federal Highway Administration (FHWA) projects advertised by a local agency; website links are not allowed. The wage rates used will reflect the latest rates approved by the Washington State Department of Labor and Industries (L&I) and the U.S. Department of Labor. Local agencies may request the current wage rates through their Region Local Programs Engineer.

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.

Project Special Provisions

Local Programs is required to complete documentation reviews on projects for FHWA compliance. Recent reviews have shown areas of concern.

Please consider the following items in the development of project documents:

- Agencies shall not develop or incorporate additional divisions in the special provisions outside of the current divisions defined in the Standard Specifications divisions of one through nine, in the "Instructions to Bidders" documents, or within the contract agreement.
- To avoid potential conflicts, it is strongly recommended that agency "instructions to bidders" or other contract documents make reference to provisions in the Standard Specifications and Special Provisions to avoid repeating the information.
- Minor changes to approved specifications are approvable by Local Programs. Major changes to approved specifications may require additional approvals. These changes may add significant time to approval of the Special Provisions.

Local Project Reports

December 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 December reports will be utilized for the State Legislative Session that starts January 2026.** This information will be used to update the Supplemental Transportation to align with local project delivery along with responses 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: hqpbillings@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 come up on projects, please review these reoccurring issues to prevent them from arising on your projects this year:

Revised Local Agency Federal Agreement & Supplement Form

- Due to the latest state audit of Local Programs, the header of both the federal agreement and supplement were modified to ensure compliance with the updated federal regulations. The links to the updated forms are on the website and provided below. **Effective October 1, 2025, all federal agreements and supplements are required to utilize the 9/2025 revised DOT Forms prior to processing.** Any federal agreement or supplement utilizing an outdated form will be returned.
 - [Local Agency Federal Agreement \(PDF 186KB\)](#) - DOT Form 140-039
 - [Local Agency Federal Agreement Supplement \(PDF 244KB\)](#) - DOT Form 140-041

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 October, and Local Programs will be notifying agencies. Also, during the last state legislative session, questions were raised regarding the delivery of state projects and having funds sit idle.

Local Programs will again notify agencies that their federal and/or state funded projects have 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. There are many projects that currently have an end date of 12/31/2025. 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

This summer, Local Programs selected 22 local agency projects throughout the state totaling approximately \$75 million of the NHS Asset Management program funds. 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.

Federal Local Bridge Program

The Federal Local Bridge Program call was open earlier this year, with an application deadline of April 25, 2025. We received nearly 80 applications totaling \$455 million. We are expecting to award approximately \$100 million, less than one-quarter of the requested project, making this a very competitive cycle. The local programs bridge team has completed the application reviews. The recommended projects are under consideration by WSDOT Local Programs management and a meeting with the Bridge Advisory Committee is scheduled for late October. You can expect to see award recommendations in late October or early November.

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 awarded \$34,236,000 to 39 projects in 23 counties in August/September 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 funds awarded in August/September 2025.

Multiuse Roadway Safety Program (\$1.8 million state)

Funding is 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 is open. For more information on eligible funding activities and limits, go to: [Multiuse Roadway Safety Account | WSDOT](#).

For More Information

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