



Washington State
Department of Transportation

ACTIVE TRANSPORTATION FUNDING PROGRAMS LEGISLATIVE REPORT

UPDATE ON PROGRAM AND PROJECT STATUS

ACTIVE TRANSPORTATION DIVISION
DEC. 1, 2023



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Executive summary

For 17 years, the Safe Routes to School (SRTS) and Pedestrian/Bicyclist (PBP) programs have helped make Washington a national leader in pedestrian and bicyclist safety and mobility. These programs help fund projects that develop bicycle and pedestrian facilities; implement crossing improvements for people who walk, roll and bike; conduct walking and biking education and encouragement, and manage speeds.

The following new programs were created in the 2022 Move Ahead Washington transportation investment package and in the 2023–25 transportation budget:

- Sandy Williams Connecting Communities Program.
- E-Bike Rebates and Lending Library Programs.
- School-Based Bicycle Safety Education Program.

Program purpose and progress

Safe Routes to School Program

The purpose of this program is to improve the safety and mobility of children by enabling and encouraging them to walk, roll, and bicycle to school. WSDOT ranks project proposals for legislative consideration based on a competitive application and evaluation process. In the last year 11 SRTS projects have been completed, 58 are underway, and 39 have been awarded funding and are awaiting initiation. These represent 108 projects awarded between 2013 and 2023.

For FY 23-25, two-thirds of funding for SRTS projects comes from Climate Commitment Act (CCA) revenues (67.63 percent); the balance comes from federal funds (21.64 percent) and the multimodal account (14.74 percent).

In the most recent round of awards, locations with an environmental health disparities ranking of 7-10 represent 76.3 percent of CCA-funded projects (23 of 30 in the 2023–25 transportation budget and six of eight projects added in the 2022 supplemental budget). This represents 79.22 percent of total CCA funding amounts awarded in this program in 2022 and 2023.

Pedestrian/Bicyclist Program

The purpose of this program is to improve the transportation system by enhancing the safety and mobility of people who walk, roll, or bike. WSDOT ranks project proposals for legislative consideration based on a competitive application and evaluation process. In the last year 13 PBP projects have been completed, 54 are underway, one has been canceled, and 29 have been awarded funding and are awaiting initiation. These represent 96 projects awarded between 2011 and 2023.

For FY 23-25, nearly two-thirds of funding for PBP projects comes from Climate Commitment Act revenues (64.71 percent); the balance comes from the multimodal account (35.29 percent).

In the most recent round of awards, locations with an environmental health disparities ranking of 7-10 represent 71.43 percent of CCA-funded projects (16 of 21 in the 2023–25 transportation budget and four of seven added in the 2022 supplemental). This represents 74.4 percent of total CCA funding amounts awarded in this program in 2022 and 2023.

Sandy Williams Connecting Communities Program (new)

The purpose of this program is to restore safe and continuous active transportation routes that have been severed or blocked by state highways, with a focus on vulnerable populations and overburdened, underserved, and tribal communities. WSDOT awards grants through an invitational process with outreach to locations that qualify under [statutory criteria \(RCW 47.04.380\)](#). All program investments serve focus populations as defined in the enabling legislation.

All funding for the SWCCP comes from Climate Commitment Act revenues. For FY 23-25, 26 projects have been identified for funding; 5 of those awarded in Year 1 are under way and Year 2 project agreements are being finalized so they can move forward.

School-Based Bicycle Safety Education Programs (new)

The purpose of these programs, established under [RCW 47.04.390](#) in Move Ahead Washington, is for students to become more confident and capable bicyclists through the development of skills and street safety knowledge. There is an in-school, elementary/middle school program and an after-school program for junior high and high school youth. In this start-up year, the in-school program is offering bicycle safety education in six large school districts and two Educational Service Districts (ESDs). The curriculum will reach over 123,000 elementary school students when all schools in those districts are fully participating. In the after-school youth program three community-based organizations are working to begin programming, projecting to serve up to 650 youth this school year.

The intention is to provide bicycle safety education to 90 percent of grade 3-8 students over the next 16 years—the largest such program in the U.S. at full implementation.

All funding for the bicycle safety education program comes from Climate Commitment Act revenues.

E-Bike Rebate and Lending Library Grant Programs (new)

The purpose of these programs, established for FY 23-25 in [ESHB 1125](#), is to provide opportunities to expand the use of e-bikes for transportation. The rebate program is under development and the appropriation for the Lending Library Program begins in FY 25.

All funding for the e-bike programs comes from Climate Commitment Act revenues.

About this report

WSDOT submits reports on active transportation programs as required. This report includes:

- A brief overview of all grantmaking programs in the Active Transportation Division, including the application and selection processes.
- A status report on funded projects for the Pedestrian/Bicyclist, Safe Routes to School, and Sandy Williams Connecting Communities Programs (as required in [ESHB 1125](#), Section 310 (3)).
- A progress report on the School-Based Bicycle Safety Education (as required in [RCW 47.04.390](#)).
- A brief discussion of development of the E-Bike Rebate and Lending Library Programs; the first report is due to the legislative July 1, 2024 ([ESHB 1125](#), Section 310 (16)).

Meeting goals across programs

The Active Transportation Division's grantmaking programs support two primary types of work:

- **Creating more places to walk, roll, and ride safely** – SRTS, PBP, and Sandy Williams Connecting Communities Program (SWCCP).
- **Getting more people riding with skills and equipment** – School-Based Bicycle Safety Education, E-Bike Rebates and Lending Libraries.

The Legislature established specific criteria for each program. Safety is a top priority for all of them.

The Active Transportation Division's (ATD) approach to grantmaking builds on the state Active Transportation Plan (ATP) published in 2021. The ATP identified equity analysis as essential for prioritizing safety investments. The analysis found disproportionately high rates of serious and fatal crashes involving people walking, rolling, or bicycling in neighborhoods with higher proportions of low-income households or higher proportions of people who are Black, Indigenous, or people of color.

In those neighborhoods with higher rates of poverty, people rely more on active transportation and transit access to meet their everyday transportation needs. The Active Transportation Division has applied equity criteria in evaluating grant applications to address those needs as communities make active transportation improvements. Prioritizing locations where those needs are highest also highlights places that experience disproportionate environmental health effects from transportation. The ATD was thus well-prepared to address new requirements for environmental justice consideration in recommending grant recipients for the FY 23-25 cycle in the [2022 report to the Legislature](#).

Across the Active Transportation Division's programs, funding from the CCA has increased the number of locations, projects, and people served. This began in the 2022 supplemental session when the Legislature appropriated funding to enable awards to more PBP and SRTS projects in the 2021-2023 biennium. The CCA funds awarded for SRTS and PBP projects in 2022 and for the 2023–25 biennium (\$87.06 million) add up to **22.9 percent** of the total funding appropriated for these two programs in their entire existence since they began in 2005 (\$375 million).

About the Pedestrian/Bicyclist and Safe Routes to School programs

As directed by statute, the primary objectives of the [Pedestrian/Bicyclist](#) and [Safe Routes to School](#) programs administered by WSDOT are to improve pedestrian and bicyclist safety and mobility and increase active transportation trips. These programs are discussed together because a number of projects are eligible for funding under either. Projects include:

- Pedestrian and bicyclist paths
- Sidewalks
- ADA improvements
- Crossing improvements
- Vehicle speed management
- Education and encouragement in the SRTS Program



Image 1: Bike lanes and sidewalks in Wenatchee, WA

For almost 20 years, these programs have helped make Washington a national leader in pedestrian and bicyclist safety and mobility. As practices in design for safety, mobility, and accessibility have evolved, WSDOT has kept pace by updating trainings and providing direct technical assistance to jurisdictions, encouraging the submission of high-quality and effective projects. In the jurisdictions that have had the capacity to apply successfully, people benefit every day from past program investments on the ground.

Sources of funding

Both the PBP and SRTS are funded through the multimodal account (MMA). Safe Routes to School also utilizes federal funding through the Transportation Alternatives Program (MVA-Fed).

With the advent of the Climate Commitment Act, funding for these programs grew substantially. The CCA funds awarded for SRTS and PBP projects in 2022 and for the 23-25 biennium (\$87.06 million) add up to 22.9% of the total funding appropriated for these two programs in their entire existence since they began in 2005 (\$375 million).

For FY 23-25, nearly two-thirds of funding for PBP projects comes from Climate Commitment Act revenues (64.71 percent); the balance comes from the multimodal account (35.29 percent). Figure 1 represents this in a graphic; Map 1 identifies projects by funding source.

For FY 23-25, two-thirds of funding for SRTS projects comes from Climate Commitment Act revenues (67.63 percent); the balance comes from federal funds (21.64 percent) and the multimodal account (14.74 percent). Figure 2 represents this in a graphic; Map 2 identifies projects by funding source.

Pedestrian and Bicyclist Program investment source and equity rankings

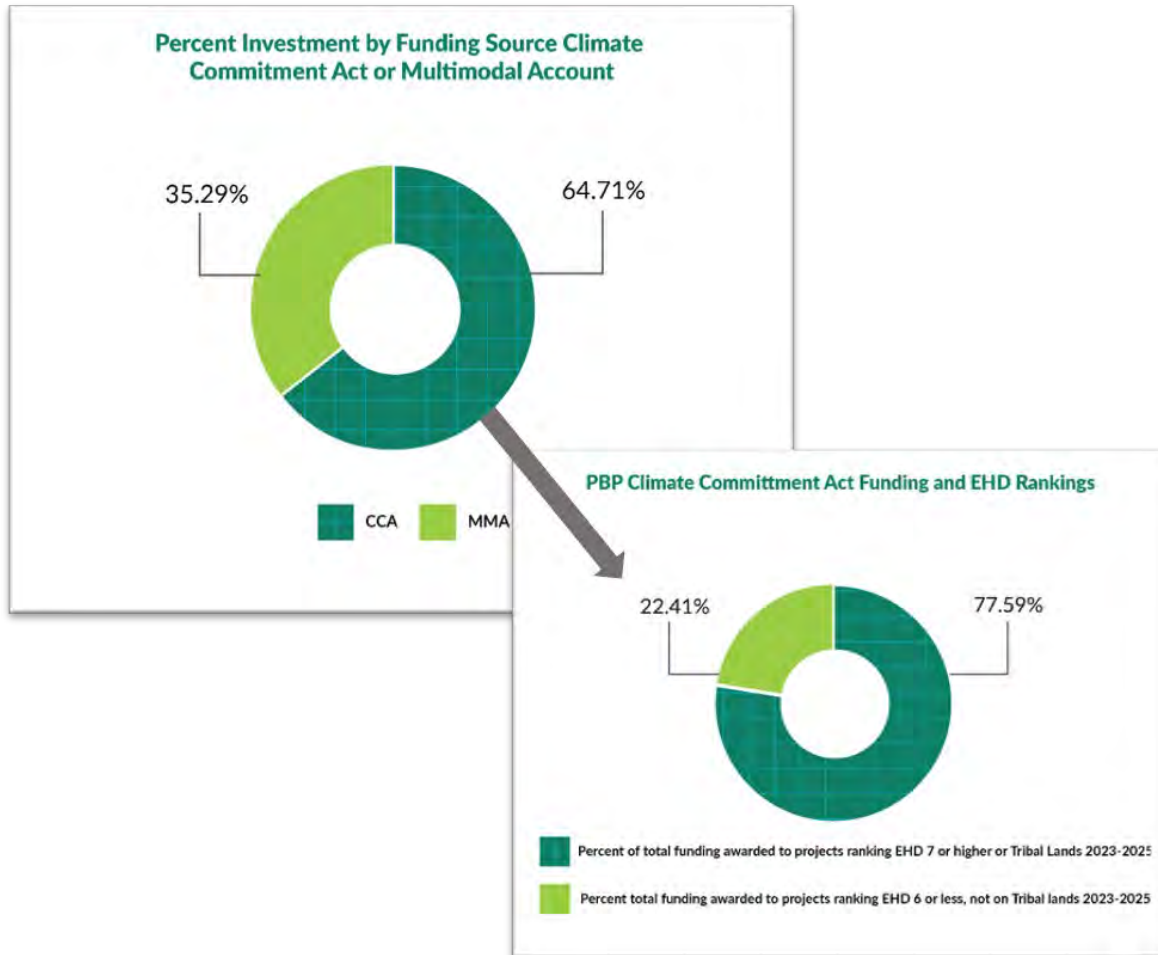
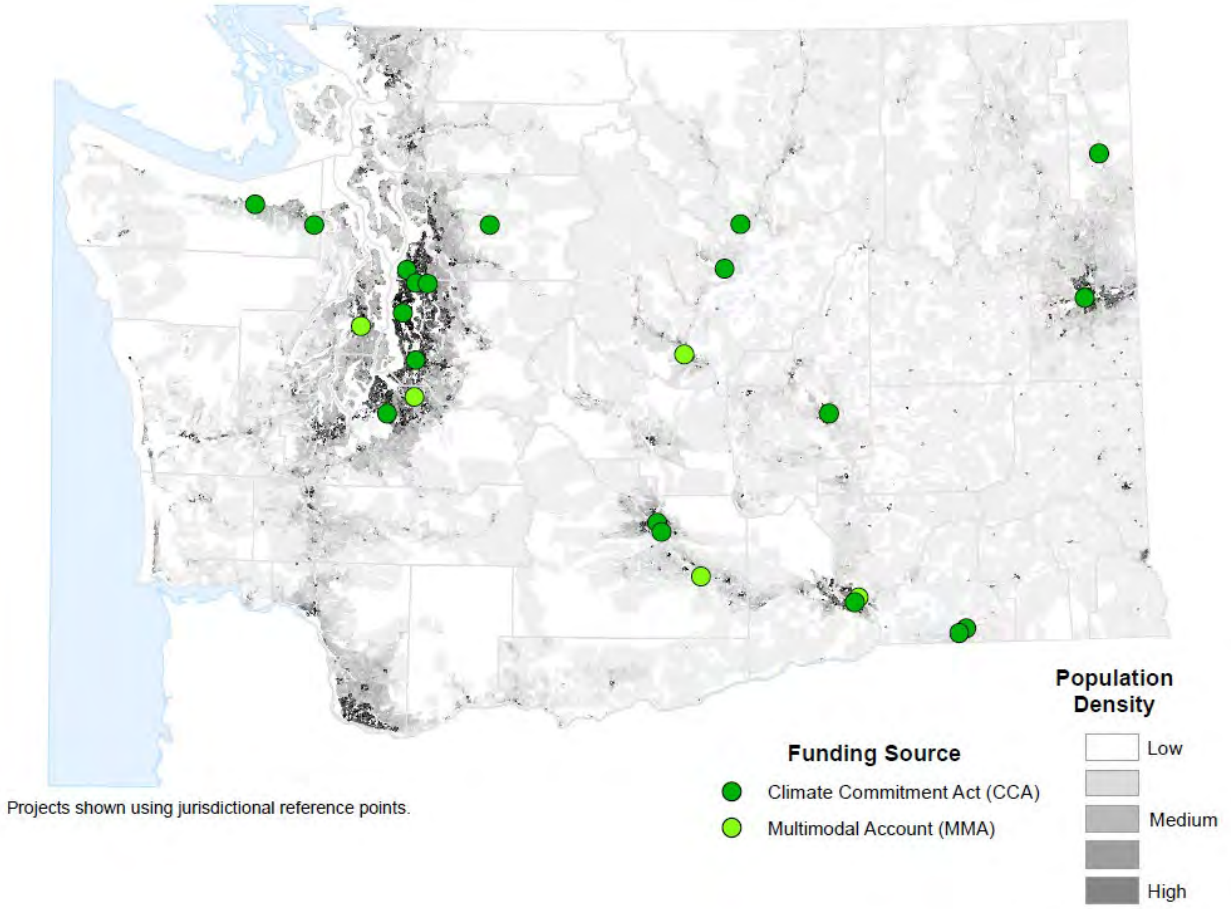


Figure 1: PBP percentage investment by funding source and percentage of PBP Climate Commitment Act funding by EHD rankings

Pedestrian and Bicyclist Program investment locations by funding source 2023–25



Map 1: PBP awarded project locations and funding source 2023–25.

Safe Routes to School investment source and equity rankings

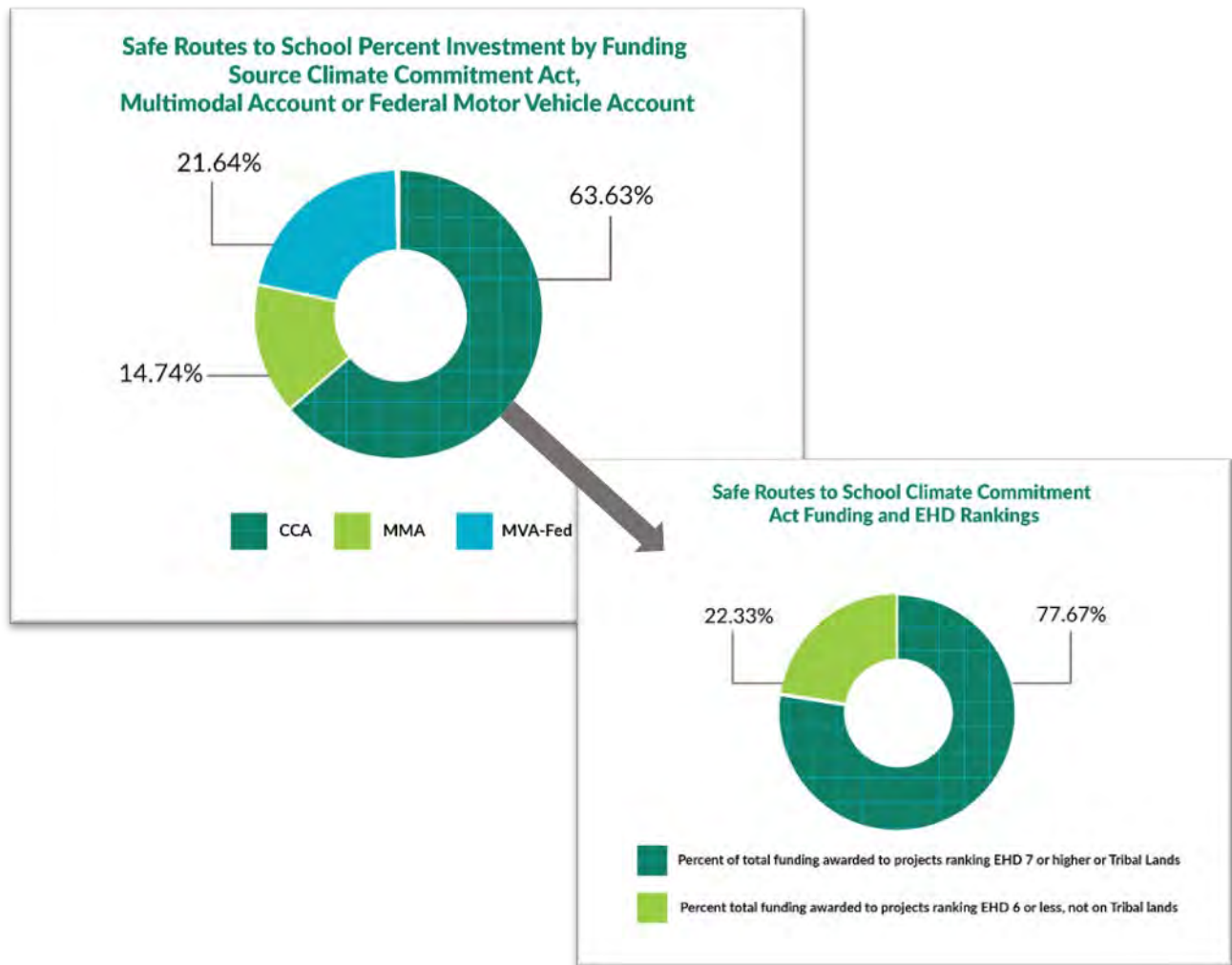
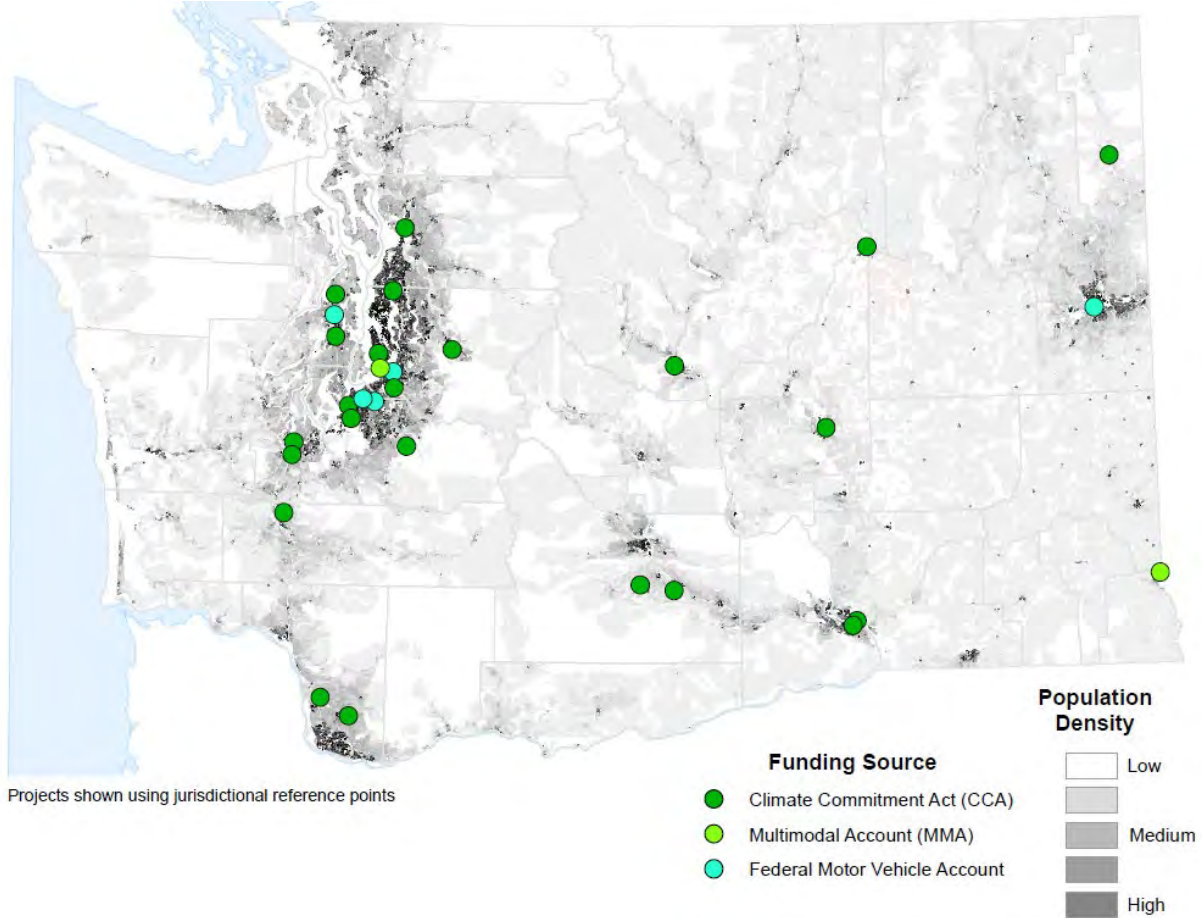


Figure 2: SRTS percentage investment by funding source and percentage of SRTS Climate Commitment Act funding by EHD rankings

Safe Routes to School Program investment locations by funding source 2023–25



Map 2: SRTS awarded project locations and funding sources 2023–25.

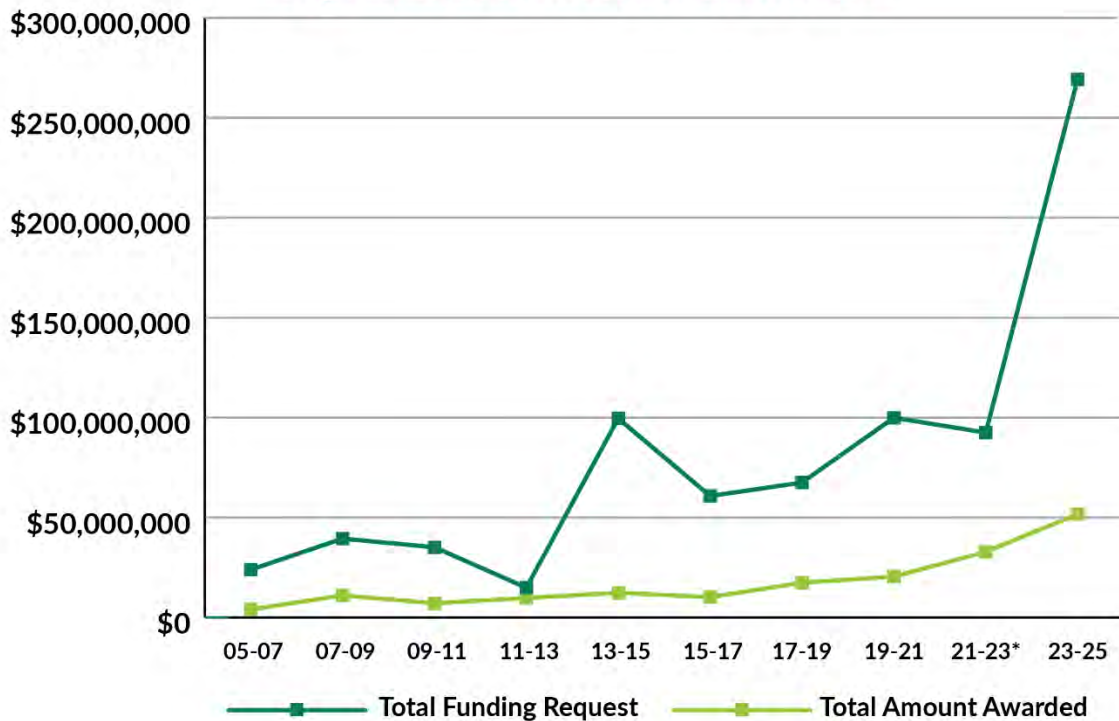
Growing demand

Application requests and awards have grown over time.

PBP:

- 2022 call for projects: 144 applications requesting \$269.3 million, the most funding requested to date.
- 2020 call for projects: 107 applications requesting ~\$91 million.
- 2018 call for projects: 135 applications requesting \$99.9 million.

Pedestrian and Bicyclist Grant Program Funding Requested and Awarded 2005-2023



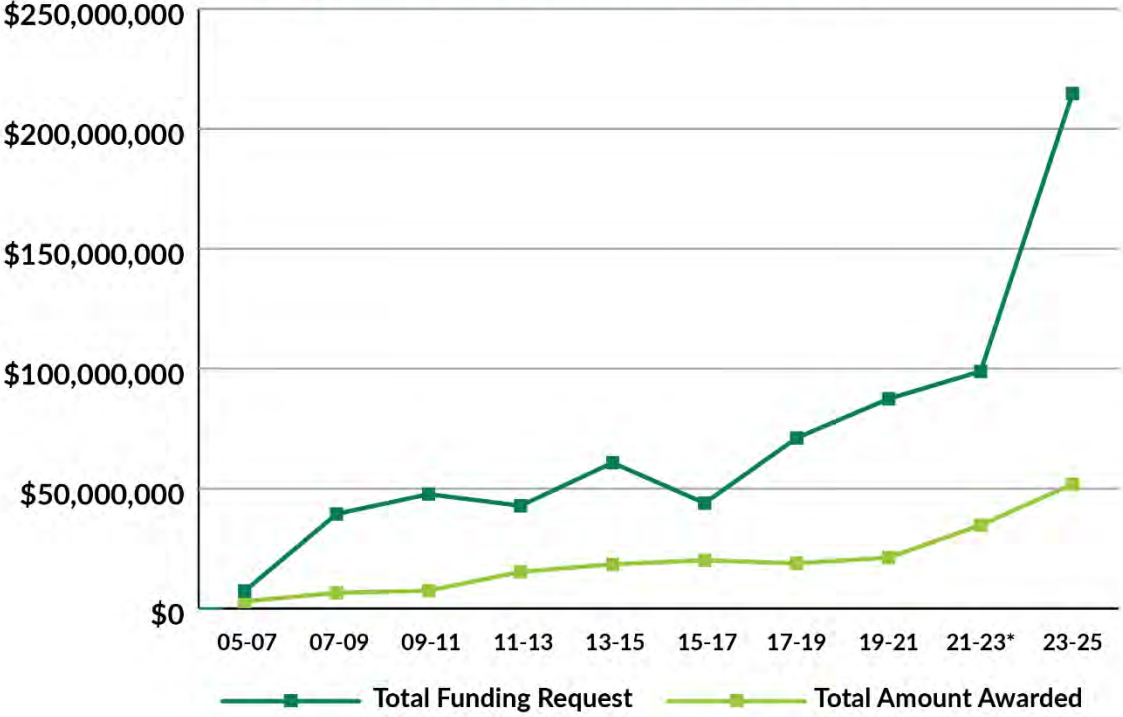
* Includes 8 additional projects awarded from the 2022 legislative session.

Figure 2: Pedestrian/Bicyclist Program funding requested and awarded 2005–23.

SRTS:

- 2022 call for projects: 165 applications requesting over \$209 million, the most funding requested to date.
- 2020 call for projects: 125 applications requesting ~\$99 million.
- 2018 call for projects: 120 applications requesting \$87.4 million.

Safe Routes to School Program Funding Requested and Awarded 2005-2023



* Includes 8 additional projects awarded from the 2022 legislative session.

Figure 3: Safe Routes to School funding requested and awarded 2005–23.

Safe Routes to School Program & Pedestrian/Bicyclist Program

2005-2007 to 2023-2025 biennia

DOLLARS IN MILLIONS

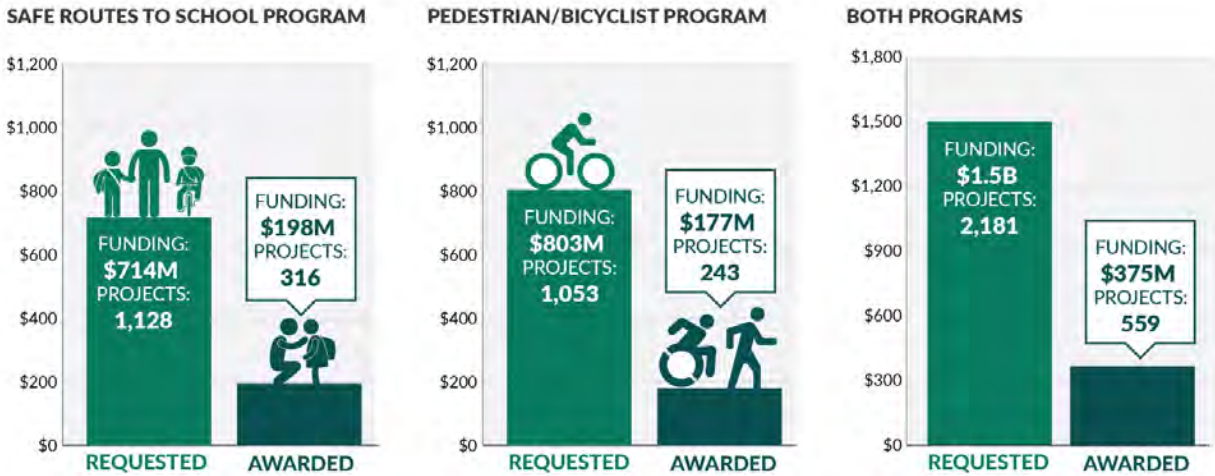


Figure 4: Graphic illustrating levels of funding and number of projects requested for Safe Routes to School and Pedestrian/Bicyclist Programs separately and combined from the initiation of these programs in 2005 through FY 23-25.

Performance metrics

These programs are primarily intended to improve safety and mobility for people who walk, roll, and bike. The mobility performance metric tracks progress toward the goal to close connectivity gaps for pedestrian and bicycle facilities in communities across Washington. The safety performance metric tracks progress toward the goal to reduce the number of fatal and serious injury crashes to zero. Staff conducted a safety and mobility outcomes analysis on a sampling of PBP and SRTS projects. Results of that analysis are shared below. In the future, WSDOT will report more comprehensive metrics across all projects as data become available.

Safety

Project prioritization criteria for funding awards includes a focus on safety. Over the years, the emphasis has shifted from a reactive approach favoring improvements where crashes have occurred to a proactive approach of reducing the pedestrian and bicyclist level of traffic stress (LTS). Level of traffic stress is a quantitative analysis of factors that contribute to crash exposure including traffic volume, posted speed, and roadway width. By addressing these factors, projects improve conditions without waiting for a serious injury or death to occur.

As a result of this proactive emphasis, the number of project locations with a crash history is relatively low. However, for the purposes of this evaluation, staff considered a method to evaluate project effectiveness in terms of pre/post project crash events. Locations were ranked based on total crashes over the last 10 years. Because locations with crashes were limited, only projects with the highest number of crashes, suggesting a pattern, were considered. In addition, the analysis required locations to have data from three years prior to the award year and three years after the project, and staff needed to avoid an emphasis on the early pandemic years that would have skewed results. Five PBP projects met these criteria. In this relatively small sample,

there were a total of 15 crashes before the projects and only three crashes after the projects. This shows an 80 percent decrease in crashes overall at these locations (refer to table below).

Table 1: PBP pre and post project crash data

Agency	Project title	Pre-crash	Post-crash
Snohomish	Second and Lincoln Traffic Signal	1	0
Bellevue	140th Avenue Northeast Pedestrian Crossings - Segment	4	1
Seattle	Delridge Multimodal Path	5	1
Snoqualmie	Downtown Redevelopment - Segment	3	1
Tumwater	Capital Boulevard Southeast at U Street Southeast Pedestrian Improvement	2	0

Even in locations with a relatively high number of crashes, the number of crashes available to study is too low to compute statistical significance. Staff will continue to explore methods to evaluate crash outcomes, but our best measure of safety is the number of research-backed safety measures that these programs fund for implementation. WSDOT continues to build toward more comprehensive analysis and performance reporting.

Mobility/Connectivity

Between November 2022 and November 2023, a total of 20 PBP and SRTS construction projects were completed. These projects resulted in the construction of sidewalks in seven projects totaling 2.5 miles, bike lanes in eight projects totaling 5.4 miles, and shared-use paths in four projects totaling 2.5 miles.

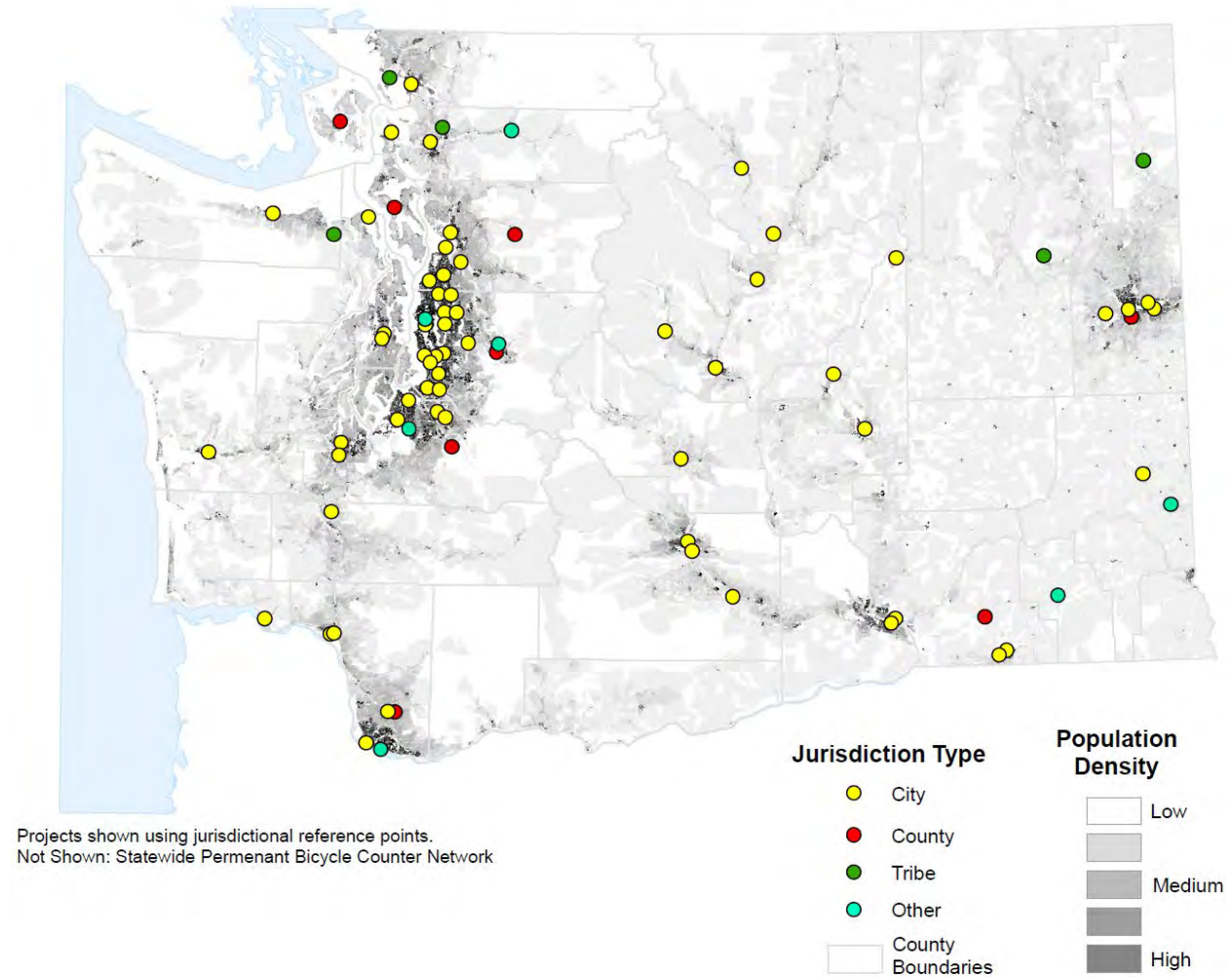
The PBP and SRTS construction projects also funded speed management strategies on 1.3 miles of road, including 15 speed management treatments in seven projects. The projects also narrowed lanes to reduce speeds and reallocated space for people walking and biking on 1.8 miles of road. Additionally, they reduced speeds in one corridor by 10 mph.

Out of the 20 PBP and SRTS construction projects, 16 projects improved a total of 72 crossing locations for pedestrians and bicyclists and added pedestrian-scale lighting at intersections and along corridors. All projects serve to improve the conditions of people walking, rolling, and biking across Washington state and address local priorities.

Pedestrian/Bicyclist Program

Map 3 provides information about where investments have been made for projects included in Appendix A in this report. Figure 6 summarizes project status for all awards since PBP began in 2005.

Pedestrian and Bicycle Program Projects: 2015-2023 (135 total)



Map 3: Locations where PBP projects have been awarded 2015–23.

2005 to 2023 Pedestrian and Bicyclist Program

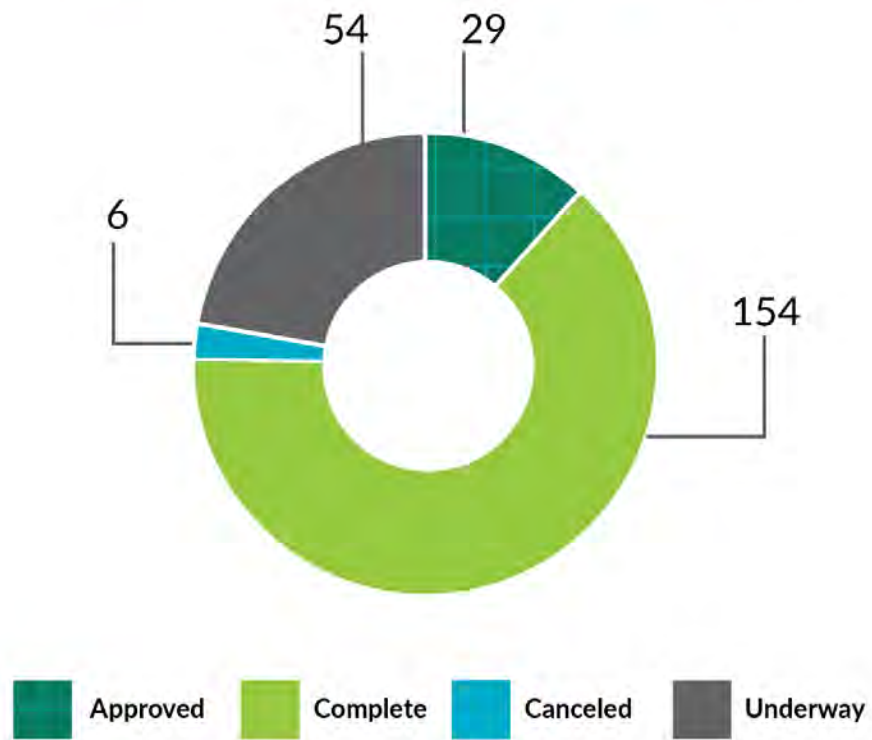
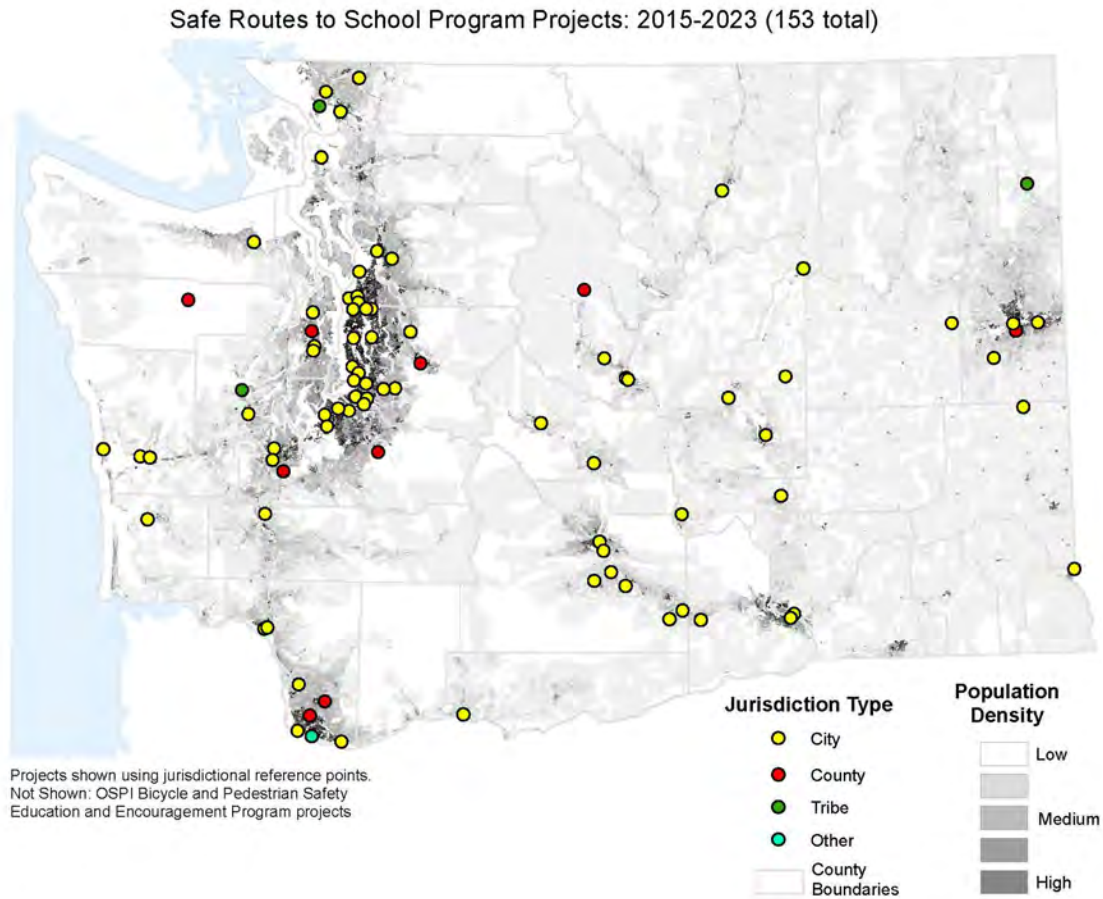


Figure 5: Status of all PBP projects awarded 2005–23.

Safe Routes to School Program

Map 4 provides information about where investments have been made for projects included in Appendix B in this report. Figure 6 summarizes project status for all awards since SRTS began in 2005.



Map 4: Locations where SRTS projects have been awarded 2015–23.

2005 to 2023 Safe Routes to School Program

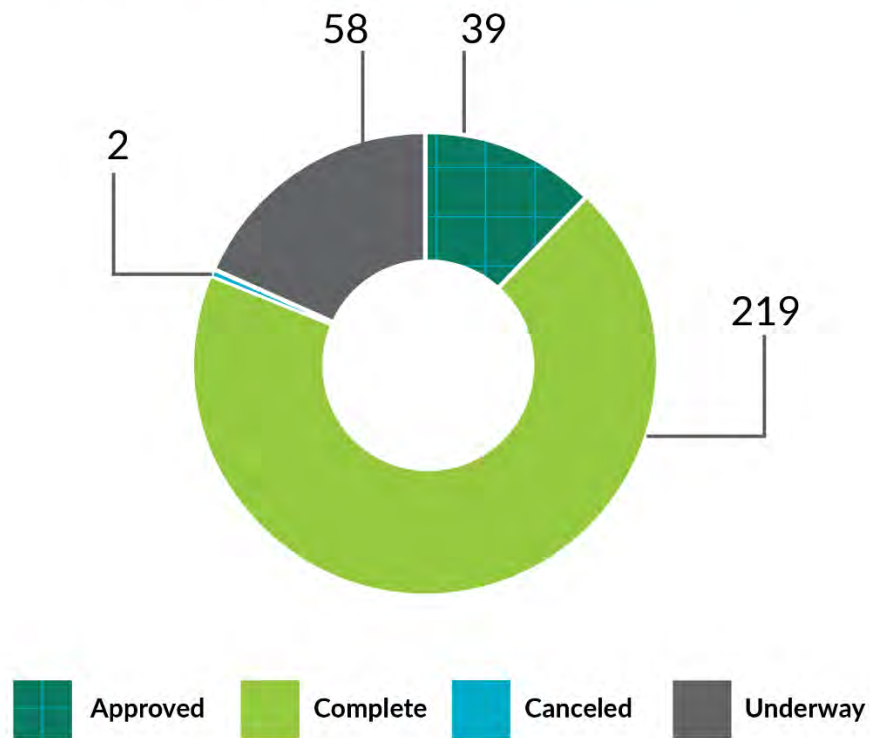


Figure 6: Status of all SRTS projects awarded 2005–23.

Current application process and equity investments for both programs

Of the 281 incorporated cities and towns in Washington, 109 (38.8 percent) have applied and received funding as of 2023. Of the 39 counties, 15 (38.5 percent) have applied and received funding. Of the 29 federally recognized tribes, 9 (31.0 percent) have applied and received funding. WSDOT work to expand geographic diversity and participation is described below under Active Transportation Capacity Building Technical Assistance.

Applications are prioritized based on these review criteria:

- Safety
- Equity
- Deliverability
- Quality
- Value

Application and selection cycle

The current PBP and SRTS application and selection cycle, from a high level, involves the following steps:

1. Conducting data analysis to identify patterns in locations associated with crashes or potential crash exposure.
2. Providing information about the data and programs to potential recipients.
3. Applying a rigorous and peer-reviewed evaluation process to applications.
4. Facilitating steps to deliver funding awards to successful applicants so they can begin their projects.

Following each cycle, WSDOT staff review process results, recommendations from the external review committee, and other lessons learned to update and improve the process for the next cycle. The following are more specific application and selection processes for even and odd-numbered years:

Even-numbered years

1. January-February: Call for projects.
2. March-April: Webinars explaining the process for potential applicants.
3. May-June: Deadlines for public agencies and tribes to submit applications.
4. June-July: Staff and external committee review/rank applications.
5. August-October: Site visits to top-tier projects and others identified for additional review.
6. Dec. 1: WSDOT submits ranked list and programs status report to Legislature.

Odd-numbered years

1. Legislature sets funding level.
2. After the session, when funding level is final: WSDOT confirms project details for those that will receive awards.
3. Beginning July 1: WSDOT notifies applicants of award amounts.
4. September-October: Data analysis for the next application and selection cycle.
5. October-November: Capacity Building Technical Assistance (details below).
6. Dec. 1: WSDOT submits program status report to Legislature.

Equity investments

WSDOT's Active Transportation Division staff always consider equity when prioritizing projects for funding, as it is a top priority for these funding programs. Additionally, new CCA funding further emphasizes investments in overburdened communities serving vulnerable populations. The majority of funding in FY 23-25 for the PBP (64.7 percent) and the SRTS (63.6 percent) programs comes from the CCA. Both programs prioritize equity and environmental justice needs and have exceeded statutory goals for investment.

For the FY 23-25 awards, the PBP prioritization process resulted in 77.6 percent of CCA funding going towards projects in census tracts with an Environmental Health Disparities ranking of 7-10 or on Tribal lands. Figure 1 and Map 1 above illustrate percentages and project locations. The SRTS process resulted in 77.7 percent of CCA funding going towards projects in census tracts with an Environmental Health Disparities ranking of 7-10 or on Tribal lands. Figure 2 and Map 2 above illustrate percentages and project locations.

Active Transportation Capacity Building Technical Assistance

The Active Transportation Capacity Building Technical Assistance created under both PBP and SRTS focuses on the transfer of knowledge, skills, and resources to public agencies and tribal governments to support more complete, safe, and accessible active transportation networks. It arose from a 2021 budget proviso directing WSDOT to identify barriers to participation in active transportation grantmaking programs. The [2021 report to the legislature](#) reported on the issues faced by communities that do not apply or do not succeed when they do; WSDOT developed the capacity-building project to address those findings.

WSDOT is using a quantitative selection process to identify locations with a high need for these funding programs based on environmental health disparities, sociodemographic characteristics indicating people made vulnerable to the effects of the transportation system, potential lack of local capacity to develop and submit fundable applications, level of traffic stress, crash history, geographic distribution, and no recent history of an award through PBP or SRTS. Between mid-September and early October 2023, WSDOT conducted a survey of local agency and tribal government partners across the state about the types of assistance they would find most helpful, with close to half (173 out of 349, or 49.6 percent) responding. The survey responses will help guide the next call for projects and the final design of the capacity-building project.

The agencies or tribal governments responsible for transportation infrastructure in those locations will receive an invitation to participate in the capacity building program. Staff will offer them a menu of assistance options to plan, develop, and design shovel-worthy active transportation improvements. This technical assistance will position them for funding from WSDOT active transportation grants and will also prepare them to be competitive in other funding programs that may provide matching funds and/or enable them to deliver a larger-scale solution for safety, equitable access to destinations, and network connectivity.

Sandy Williams Connecting Communities Program

Program overview and history

The [Sandy Williams Connecting Communities Program](#) emerged from the Legislature's recognition that active transportation investments have not been equitably distributed throughout the state. Most current and former state highways were designed primarily for vehicle use, and their construction disconnected local street networks and created barriers for those who do not or cannot drive. The program prioritizes investments that create safer, healthier connections for people walking, biking, and rolling on and across current and former state highways in communities most affected by environmental health disparities and barriers to opportunity. As part of the Move Ahead Washington transportation package approved by the Legislature and signed into law by Governor Inslee in March 2022, \$50 million was allocated over five years to:

- Repair transportation inequities by directing investments to environmentally overburdened, vulnerable, and historically disinvested communities;
- Improve access to community destinations, services, and transit; and
- Contribute to safe, continuous active transportation connections.

All funding for the SWCCP comes from Climate Commitment Act revenues.

Once awarded, SWCCP funds can be leveraged as local match funding for federal funds including RAISE (Rebuilding American Infrastructure with Sustainability and Equity) discretionary grants, Safe Streets for All grants, Reconnecting Communities Pilot grants, and WSDOT-administered funding sources. Additionally, funds can bring resources to projects where state agencies such as the Transportation Improvement Board, regional or local funding cannot fully meet needs.

Sandy Williams and community connection

Sandy Williams was a community organizer and founder of the Black Lens, a Black-led community newspaper in Spokane, and was executive director of the Carl Maxy Center, a cultural center for the East Central community. She worked to reconnect her East Central neighborhood after Interstate 90 geographically split it in half. This program honors her work to address historic injustices created by highway projects by funding projects that repair walking, bicycling, and rolling connections across and along state highways.

Year one project review and updates

Table 2: SWCCP year one project status.

Project	Location	Lead Agency	Award	High Equity Needs Score	EHD Score	Legislative District	Project Status
US 395 Overpass at Sylvester Street Pedestrian/ Bicycle Access	Pasco	City of Pasco	\$343,000	15,22	10	8,15	Approved
SR 507 Complete Street	Centralia	WSDOT	\$200,000	19	9	20	Approved
SR 20 (Commercial Ave) Complete Street	Anacortes	City of Anacortes	\$1.5 million	17	8	40	Approved
US 2 Active Transportation Improvements	Airway Heights	City of Airway Heights	\$2 million	16	6	6	Underway
Former SR 99 - Martin Way Corridor Study	Lacey, Thurston County	TRPC	\$700,000	18	8	2,22	Approved
SR 516 (Willis Street) Road Diet	Kent	City of Kent	\$683,000	16	10	33	Approved
SR 900 Active Transportation Improvements	Skyway	WSDOT	\$1 million	23	9	11,37	Underway
SR 518/SR 99 Ramps Active Transportation Improvements	SeaTac	WSDOT	\$850,000	22	10	11,33	Underway
SR 155 Spur Bridge to East Omak Elementary Active Transportation Connection	Omak, Colville Reservation	WSDOT	\$1.5 million	19	6	7	Underway
SR 215/US 97 Omak/Okanogan Vicinity: Active Transportation Planning Study	Omak, Okanogan, Colville Reservation	WSDOT	\$750,000	19	6	7	Underway
US 97/SR 22 Heritage Connectivity Trails	Yakama, Wapato, Toppenish, Union Gap	WSDOT	\$300,000	20	9	14,15	Approved
Alternate route for SR 101: Dungeness River Truss – Olympic Discovery Trail	Sequim, Carlsborg	Jamestown S'Klallam	\$250,000	14	1	24	Approved
Program management for the biennium	Statewide	WSDOT	\$1.25 million				
Contingency for Year One	Statewide	WSDOT	\$674,000				
Total			\$12.0 million				

Sylvester Street Pedestrian Bridge, Pasco

In the heart of Pasco runs the Sylvester Street corridor. Stretching from the historic downtown on the east, it weaves through bustling commercial areas and into the residential neighborhoods that hug the Columbia River on the west. The corridor is pinched by a narrow overpass across State Route 395. This overpass constitutes an intimidating barrier for pedestrians and cyclists, creating a challenge for residents on both sides of the highway to cross safely. The planned pedestrian and bike overpass isn't just another construction project; it's the missing piece in the puzzle. Alongside a companion safety project already underway, the proposed bridge is set to transform the corridor, bridging the gap in active transportation infrastructure and making the crossing accessible for all. This ped/bike overpass is sure to have a profound impact. It connects those who rely on their feet or bikes to reach schools, healthcare facilities, grocery stores, and other vital services. The communities in its vicinity are no strangers to hardship, facing economic struggles, language barriers, and serving as home to a higher number of elderly and disabled individuals. This project is about improving the multimodal transportation network in Pasco and addressing disparities.

Complete Streets Project: State Route 507, Centralia

State Route (SR) 507 between the Skookumchuck River and the Thurston County line is the primary transportation corridor that serves low-income residential communities in Centralia who face many economic challenges and high transportation expenses. The proposed WSDOT Southwest Region pavement rehabilitation project on SR 507 will also include a Complete Streets pre-design phase to analyze the active transportation network and gaps that exist throughout the corridor between the communities and nearby grocery stores, restaurants, an elementary school, and other community destinations. This project's Complete Streets pre-design phase will include data collection, alternatives design and analysis, partner collaboration and community engagement to achieve a Level of Traffic Stress (LTS) of 2 or better for pedestrians and bicyclists – providing facilities that will be safe and comfortable for a wide variety of potential riders and walkers.

Commercial Avenue Complete Streets Project, City of Anacortes

The Commercial Ave and 12th Street intersection is the center of Anacortes, connecting the South Commercial Avenue area to the Central Business District. The intersection is on the route from residential neighborhoods to the southwest, including adjacent senior care facilities, to essential goods and services to the east. It is also the turning point of the State Route 20 Spur highway connecting to the Anacortes Ferry Terminal. The highway function effectively splits this area in two; this project seeks to reconnect these areas of the city for human-scale modes.

This project will provide community members of all ages and abilities with an accessible and connected environment that will promote walking and cycling as practical and desirable means of transportation and support access to transit services and local merchants. It is an important step in the city's long-range plan to develop a main street that accommodates all modes and enhances the aesthetic and economic vitality of the city's main commercial corridor. This project improves connections between city centers, essential goods and services, and key locations such as the main city grocery store and future Skagit Transit bus stop. Improved sidewalks, ADA accommodations, more frequent and shorter pedestrian crossings, curb ramps, separated bike lanes and intersection control are only a few ways this project will maintain safety for all as the top priority.



Image 2: Discussion of options for Commercial Street improvements. Source: City of Anacortes

Highway 2 Pedestrian & Multimodal Enhancement Project, City of Airway Heights

The City of Airway Heights desires to create a safer and more attractive environment to serve and connect pedestrians, bicyclists, and transit along Highway 2 and re-establish a downtown core at the center of the city. This project will connect the community living north and south of US 2 to essential services and improve health and safety outcomes through pedestrian investments such as slower speeds, pedestrian beacons, and crosswalks. The lives of the residents will be improved by increased access to businesses, schools, and parks, connecting the north and south as one city without the highway splitting the neighborhoods.

The residential areas of the city have community members who are housing cost burdened, with low incomes and high transportation costs. The community engagement about the project was overwhelmingly positive. Residents' concerns revolved around safe passage across Highway 2, bus riders' ability to reach the bus stop from a specific business, and parking for people who visit businesses in the vicinity. Through community engagement, citizens are very interested in what is planned for this project and how it will be implemented.



*Image 3: Group of people in a discussion at an Open House for the SR-2 planning process in Airway Heights.
Source: Century West*

Martin Way Crossing Strategy, Thurston County

Martin Way is one of the busiest transportation corridors in the Thurston County Region and supports some of the area's most diverse neighborhoods. The region has a vision of building toward a vibrant, high-density future for Martin Way, but today this former state highway functions as a dividing line, where pedestrians must brave high traffic volumes and speeds, a wide roadway with intermittent crossing opportunities, and disconnected pathways. Collisions involving pedestrians are the most common type of fatal or severe collision on Martin Way, with several serious incidents since 2015 linked to pedestrians attempting to cross the roadway. More than 70 percent of collisions involving pedestrians occurred within 250 feet of an Intercity Transit bus stop, highlighting the vulnerability of transit users. It's no wonder few people choose to travel Martin Way on foot if they have other options. During a recent planning study, many community members identified improved walking conditions as the top priority for local jurisdictions as they focus on the corridor. These comments from corridor residents highlight the challenges that state funding for the Martin Way Crossing Strategy will help address:

- "I have taken the bus to Lilly and Martin to go the doctor's offices. Waiting to cross Martin Way and then walking up the road was a stressful and ugly experience."
- "Make it easier to navigate as a pedestrian, bicyclist, and bus rider by adding more crossings, lights, and other calming features in areas that have a lot of foot traffic.... It is often dangerous/impossible to safely cross these streets to get home from the bus stop, get to the store/local businesses, or gain access to the Woodland Trail or other parts of the Eastside neighborhood."
- "[We need] consistent sidewalks... [I have] seen wheelchairs have to cross multiple times, and still have to go in the bike lane part of the way - not acceptable."

Willis Street Road Diet, Kent

Kent's Sandy Williams Connecting Communities Program project will reconnect Kent's historic South Park neighborhood with the downtown area that includes retail and services, more transit options, and the area's public library. The South Park neighborhood is a diverse community that

has been subject to historic disinvestment. This project will provide the community with an enhanced crossing of State Route 516 (Willis St) between the roundabout at 4th Avenue South and the BNSF Railway tracks. The crossing will be located at 2nd Avenue South, which is identified as a focus street for active transportation travel between SR 516 and the Kent Station retail area.

This project is primarily located on a state route and includes the reconfiguration of a railroad crossing. Project efforts to date include working on a preliminary design for the railroad crossing and starting coordinating with BNSF Railway, WSDOT NW Region, and the WSDOT HQ Rail Office. Once staff understand the acceptable range of key design elements such as traveled way lane widths, pedestrian median refuge island design, and sidewalks and median curb through the BNSF crossing, WSDOT will begin outreach with the neighborhood.

SR 900 Active Transportation Improvements, Skyway

The [SR 900 - Martin Luther King Jr. Way South Corridor Study](#) was completed in June 2023 and incorporates WSDOT's Complete Streets policies and community input to develop a corridor vision. The study assessed multimodal safety and access as well as environmental needs on SR 900 between 57th Avenue South and South 135th Street, the City of Renton border. The final report documented the community's vision and recommended improvements based on extensive outreach and coordination with community members and partner agencies. The improvements will be implemented in phases. The improvements are intended to improve pedestrian and bicycle connectivity and access, safety performance, and intersection operations. With the recently awarded state funding, Phase A of the project started pre-design in August 2023. These comments from corridor residents highlight the challenges that state funding for the SR 900 Active Transportation Improvement will help address:

- "As a vehicle driver it is a challenge to see/avoid bicycles, and pedestrians walking on the side of the road."
- "Turning from 900 onto 133rd is dangerous and hard to see visibility."
- "Pedestrians crossing from Creston Point outside of cross walks with speeding traffic."
- "Isolated bus stop on north bound side of street. Dark in early morn and evening."

Additionally, near-term, low-cost improvements were recently installed in the vicinity of the Creston Point apartments, which is within the limits of this project. These improvements were moved forward in response to community input. Specifically, residents identified the need for a designated area for school bus pick-ups and drop-offs at the Creston Point apartments. Additionally, the re-channelization and traffic calming elements of this project seek to lower driving speeds on SR 900, which is another desire the community expressed.

SR 518/SR 99 Ramps Active Transportation Improvements

The SR 518 ramps connecting to SR 99 are challenging for active transportation users due to vehicle volume and speed. This project will update ADA curb ramps and other crossing facilities to create a better active transportation environment at the westbound SR 518 on-ramp and eastbound SR 518 off-ramps. These ramp terminals are part of a critical link to the Tukwila International Boulevard link light rail station on SR 99 as well as a new active transportation bridge connecting the Tukwila International Boulevard link light rail station to near the SR 99/EB SR 518 ramp. Sound Transit's Stride Bus Rapid Transit line between Bellevue and Burien is anticipated to have an in-line freeway station integrated into the proposed active transportation bridge over SR 518. The project will start soon using the recently awarded state funding.

Pedestrian Connectivity, Omak-Okanogan

The feasibility study will develop a plan to address the lack of complete active transportation infrastructure to improve bicyclist and pedestrian safety in the Omak-Okanogan area. Almost 40% of the community of Omak and Okanogan identify as either Indigenous or Hispanic/-Latino. The community also has a high proportion of elderly and young children, many of whom are facing economic barriers. Over the past ten years, there have been eight fatal crashes and over 47 bicyclist and pedestrian-related crashes in this small community. Fatal crashes also notably increased during the pandemic, with two fatalities every year for the past two years. This community needs access and improvements for safe active transportation modes. These communities are located along state highways SR215, US97/SR20, and SR155. The highways provide connections for drivers but also serve as barriers for active transportation users. This study will identify the active transportation gaps in the network and provide recommendations for feasible options to close these gaps. The lack of complete active transportation infrastructure has been identified as an issue by the local community for many years. This study includes the portion of the Confederated Tribes of the Colville Reservation located in Omak. There are several gaps in the active transportation network within the city of Omak for both current and planned tribal facilities and points of interest. The study and its implementation will help achieve the state's Target Zero goal.

Heritage Connectivity Trail, Yakama Nation

The Heritage Connectivity Trail (HCT) is a trail system identified by the Confederated Tribes and Bands of the Yakama Nation to develop a network of approximately 150 miles of shared use paths to connect communities within and adjacent to the Yakama Indian Reservation. The shared use path will provide a safe space for walking, biking, and rolling away from automobile and freight traffic on a stretch of US 97 that has a high rate of pedestrian fatalities. In addition to the area experiencing a high rate of pedestrian fatalities and the highest per capita rate in the state of deaths among pedestrians who identify as Indigenous, the community is linguistically diverse, with Indigenous, Filipino, and Latino/Hispanic residents facing environmental and economic struggles.

Sandy Williams Connecting Communities provided grant funding in addition to a \$1 million federal RAISE grant received by WSDOT's South Central Region to develop the first phase of the HCT plan. The grant is expected to fund a feasibility study, preliminary designs, and environmental review for approximately 23 miles of paths between Union Gap and Toppenish adjacent to US 97. The project looks to address connections and gaps to local active transportation facilities, reconnecting people to services, jobs, green and cultural spaces in the area.

Dungeness River Truss Restoration, Alternative to SR 101

The Olympic Discovery Trail is the regional linkage between Port Angeles, Carlsborg, Sequim, and Blyn to the Jamestown S'Klallam tribal campuses and resort. The registered National Historic Register truss is the last remnant of the iconic railroad structure converted into the Olympic Discovery Trail, which carries 800 people per day. The pedestrian bike trail segment is owned and preserved by the Jamestown S'Klallam Tribe on Trust land. As the wood timbers of the bridge deteriorate, the plan is to replace structural timbers in keeping with the original Howe Truss design. The railroad truss connects rural communities to services such as the Sequim medical district, Boys and Girls Club, YMCA, school campuses, fresh food markets, farm stands, and the post office. This project will replace the worst structural timbers and prolong the

railroad truss structure, eliminating caustic creosote from entering the Dungeness River and affecting the salmon. During the restoration, the bridge will remain open while work is completed to avoid having pedestrians and bicyclists detour to the US 101 shoulder over the Dungeness River or Old Olympic Highway to the north. Both potential detours lack safe spaces for bicyclists and pedestrians.

Year two selection process

The process for selecting projects for the balance of the funding appropriated for FY 23-25 involved consideration of multiple factors to address geographic diversity, community-identified active transportation need, intensity of equity needs, and bicycle and pedestrian collision data.

High equity Need communities

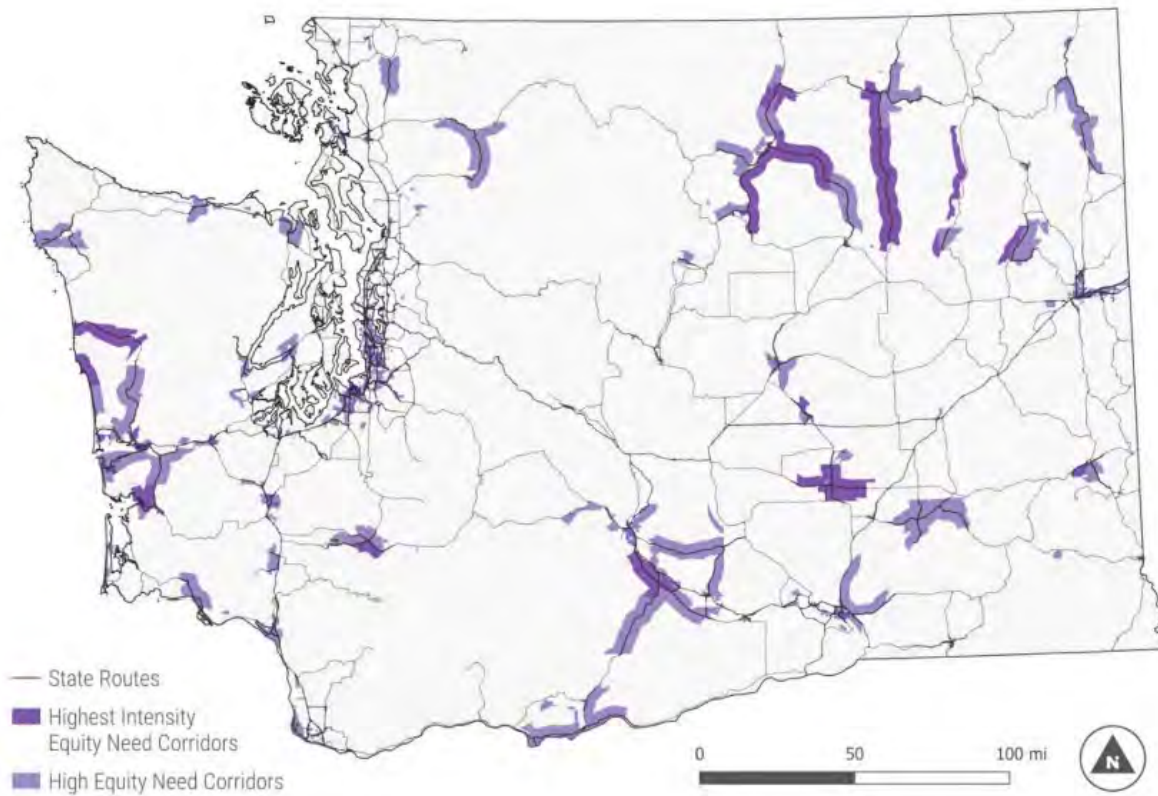
WSDOT used publicly available data to map state highways in communities and tribal areas experiencing high equity needs. State highways include arterial and limited-access highways that present barriers, network gaps, or safety concerns for people walking, bicycling, and rolling. To meet the legislative intent that Sandy Williams Connecting Community investments provide access to transit and community destinations, WSDOT mapped where state highways passed through population centers such as cities, towns, or census-designated places. These centers encompass a wide range of urban and rural communities, from major cities to small rural centers with less than a thousand residents. WSDOT also mapped where highways passed through tribal lands or within 5 miles of essential tribal service locations such as Indian Health Services sites, tribal colleges, and tribal organizations. Highway corridors outside of population centers or tribal areas were excluded from consideration in this initial analysis. Following the direction of the enabling legislation, WSDOT mapped indicators of equity needs using a range of data available through the Washington Tracking Network's Environmental Health Disparities Map, American Communities Survey (ACS) data, and US Census data. These indicators allowed for a comparison of population centers and tribal areas of similar size to find locations with high proportions of factors specified in the statute establishing the SWCCP ([RCW 47.04.380](#)):

- Overburdened communities, defined as a geographic area where vulnerable populations face combined multiple environmental harms and health impacts ([RCW 70A.02.010](#)(11)), including but not limited to highly impacted communities ([RCW 19.405.020](#)(23)).
- Vulnerable populations are defined as those more likely to be at higher risk for poor health outcomes in response to environmental harms due to several factors identified in statute ([RCW 70A.02.010](#)(14)).
- Other socioeconomic groups mentioned in the legislative language establishing program include people with disabilities, housing cost-burdened residents, and people living below 200 percent of the federal poverty line.

Locations with high proportions of community members identified as overburdened, vulnerable, and having reduced access to transportation were defined as having high equity needs. Map 3 illustrates where highway corridors pass through population centers or tribal areas with high equity needs. For Year Two, the program focused on identifying locally supported projects in Very High and High equity need corridors.

Pedestrian and bicyclist collisions

To better understand and identify the location of communities with pedestrian and bicyclist safety issues, WSDOT calculated pedestrian and bicyclist crash data by population. Staff focused on population centers with two or more reported crashes per 1,000 people and for rural areas, one crash or more per 100 people. This is an additional indicator used to identify and prioritize projects in addition to environmentally overburdened and vulnerable communities due to socioeconomic factors. The data found that 37 population centers had 2.5-6 collisions per 1,000 people. WSDOT also understands that not all crashes involving people on foot, wheels, or bicycles are documented or reported. As the program evolves, staff will work to refine the indicators used to center pedestrian and bicyclist safety in project selection.



Map 5: Geographic distribution of high equity needs communities. An online version of this map is available in the [SWCCP Storymap site](#).

Statewide community engagement

WSDOT recognizes that communities provide a wealth of public input to their local government agencies regarding the active transportation and safety improvements they most want to see. As experts in their own needs, members of the public use local and regional plans and projects as an opportunity to highlight barriers they experience and request solutions they prefer. WSDOT used public input gathered through local planning efforts as a primary source of projects to consider for Year One and Year Two funding. WSDOT further recognizes that in many communities, proposing changes to a state highway has not been part of past planning efforts and that filling this planning gap is the first step toward improving the roadway. \ That has

particularly been the case in many overburdened communities. This understanding led to the inclusion of a number of planning projects on the funded list. With the program now fully staffed, project identification for future years will include more direct engagement with overburdened communities, vulnerable populations, and the community-based organizations that serve them.

Environmental Justice Council engagement

Sandy Williams Connecting Communities staff met with the Environmental Justice Council to solicit input on the developing program, per ESSB 5974 Sec. 104(3). The Council has a heavy workload and many competing priorities and could not provide recommendations before this report to the Legislature. We will continue to seek council guidance and look forward to working more closely with the council in the future.

Statewide survey

One of the ways WSDOT invites input from community members in Washington is through an [online interactive map survey](#). The survey responses will be one of the sources of information on community needs that will be considered in selecting grant recipients and understanding active transportation needs. WSDOT wants to hear from those who use these transportation systems about their experiences and needs. The survey had a soft launch in September, and WSDOT will continue to refine the survey over the upcoming year to ensure that it is accessible to community members who speak key languages and to increase the ethnic and age diversity of responders through targeted outreach. Initial survey results show that most residents are looking for infrastructure to walk and bike that currently does not exist. The highest percentage of responses noted a lack of facilities for active transportation in their area. The second highest response highlighted driving speeds that make existing infrastructure feel unsafe.

Table 3: SWCCP online interactive map survey results, n=47

What barriers do you notice in the area? Check all that apply	Percent
I have nearly been hit at intersections	32%
I have difficulty seeing at night	13%
I do not feel seen by drivers	36%
I do not have a crosswalk where I want to cross	30%
There are not sidewalks where I want to walk	49%
I am willing to take risks to cross the road because it is the most direct path to my destination	6%
I am disabled and can't get on and off sidewalks	0%
There are no bike lanes where I want to bike	79%
I don't have enough space to walk or bike in the road shoulder	87%
I don't have a comfortable place to wait for the bus	9%
I can't cross the road when I get off the bus because there isn't a crosswalk at the stop	2%
I can't park my bike at the bus stop because there isn't a place for me to lock it	2%
I don't feel safe walking or biking because cars are moving too fast	72%

I feel rushed when crossing the street because the signal doesn't give me enough time	4%
Other	9%

Regional engagement

WSDOT connected with Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) to share the results of the initial analysis based on the program’s statutory requirements. Building on engagement begun for [the initial report in 2022](#), these organizations supported the process by providing project updates and additional projects to be considered. Working with the planning organizations provided invaluable information to inform current and future funding decisions.

Project Selection and Prioritization

Once an initial list had been developed, WSDOT staff worked with agency partners to refine it through consideration of the following factors:

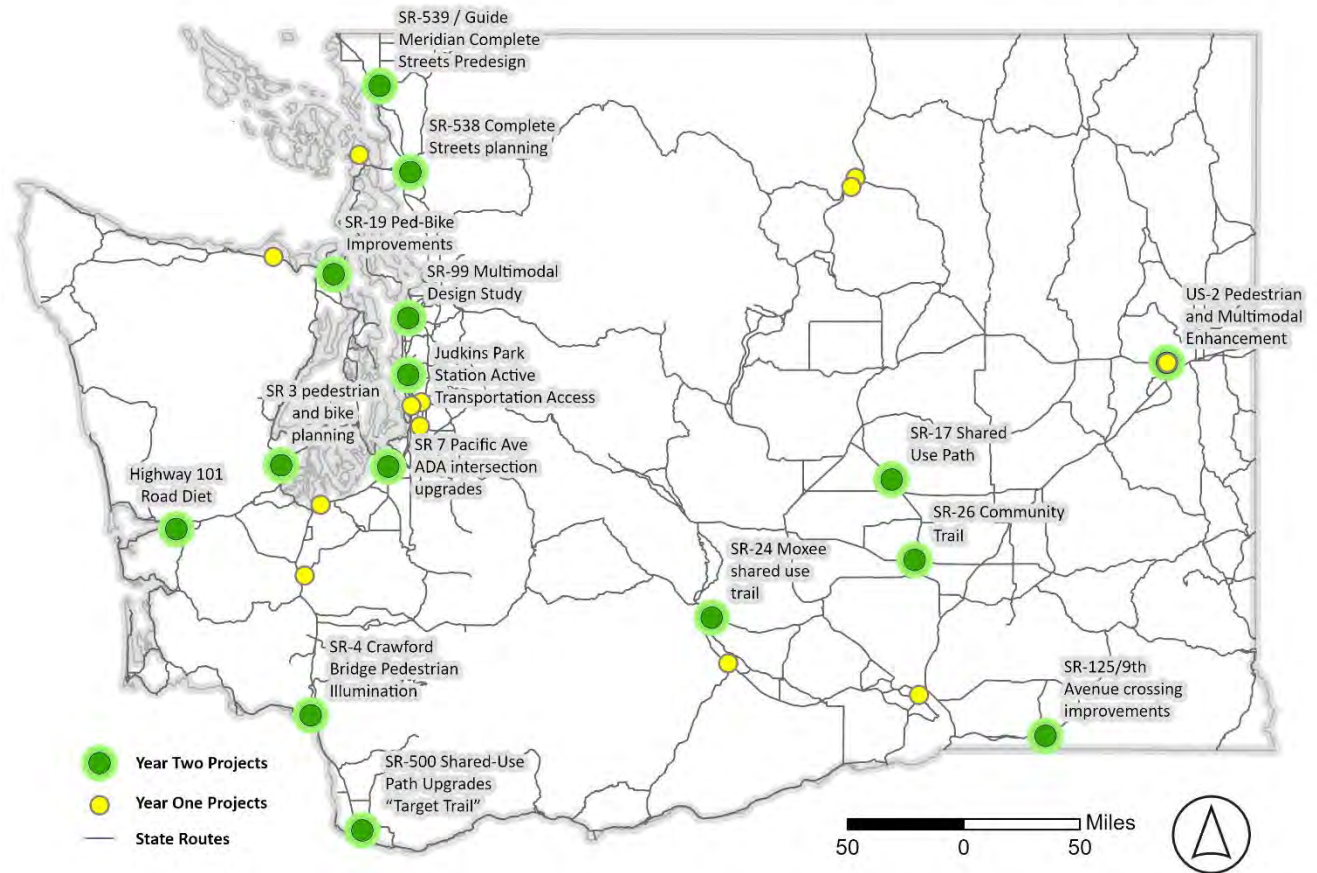
- **Intensity of need** based on equity indicators, connection to community destinations such as shops, schools, transit and public spaces, and locations with known crash exposure issues for people walking, biking, or on wheels. To address data gaps, WSDOT utilized public input collected through the survey and other engagement activities about spaces and locations where it is challenging to walk or bicycle.
- **Geographic diversity** of projects to ensure communities across the state benefit from the program.
- **Community benefits** refer to a range of ways a public project can support the surrounding community. There are opportunities to complement efforts to address climate resilience, local economic development, place keeping, and affordable housing.
- **Project readiness** to begin planning or project delivery, as well as what phase can feasibly be reached by Year Five. Readiness assessments considered factors such as community support, design work completed to date, likely right of way (ROW) and construction staging needs, and staff capacity to deliver the project if funded.
- **Funding and leverage opportunities** to enable WSDOT and its partners to meet local needs more rapidly by combining various federal, state, and local funding sources.

Year two projects

This set of projects represents the diverse needs for active transportation improvements associated with legacy state transportation facilities. Projects span the full lifecycle, including planning, community engagement, design, construction, and preservation. Improvements to be funded include complete streets planning, shared use paths and trails on or paralleling state routes, links in disconnected active transportation networks, improved crossing opportunities, and improved access by frontline communities to key destinations.

Table 4: SWCCP year two project list

Project	Location	Lead Agency	Grant Award	High Equity Needs Score	EHD Score	Legislative District	Project Status
Highway 101 Road Diet	Aberdeen	City of Aberdeen	\$750,000	17,13	8		Pending project agreement
US-2 Pedestrian and Multimodal Enhancement	Airway Heights	City of Airway Heights	\$850,000	16	6	6	Pending project agreement
SR-539 / Guide Meridian Complete Streets Predesign	Bellingham	WSDOT	\$600,000	18	8,5	42	Pending project agreement
SR-19 Ped-Bike Improvements	Chimacum	Jefferson County	\$240,000	14	2	19	Pending project agreement
SR-4 Crawford Bridge Pedestrian Illumination	Kelso	WSDOT	\$885,000	18	9,6	19	Pending project agreement
SR-99 Preliminary Multimodal Design Study	Lynnwood	WSDOT	\$800,000	19	9,5	32	Pending project agreement
SR-17 Shared Use Path	Moses Lake	Moses Lake	\$2,000,000	18	8	13	Pending project agreement
SR-538 Complete Streets planning	Mt. Vernon	WSDOT	\$500,000	18/15	9,4	10	Pending project agreement
SR-24 Moxee shared use trail	Moxee	WSDOT	\$1,600,000	15,20	8,6	15	Pending project agreement
SR-26 Community Trail	Othello	City of Othello	\$900,000	18	7	9	Pending project agreement
Judkins Park Station Active Transportation Access	Seattle	WSDOT	\$2,000,000	17	10	37	Approved
Highway 3 pedestrian and bike planning	Shelton	City of Shelton	\$250,000	18,15	4	35	Pending project agreement
SR 7 Pacific Ave ADA intersection upgrades	Tacoma	City of Tacoma	\$300,000	17	8	29	Pending project agreement
SR-500 Shared-Use Path Upgrades "Target Trail"	Vancouver	City of Vancouver	\$425,000	15/20	10,7	49	Pending project agreement
SR-125/9th Avenue crossing improvements	Walla Walla	Walla Walla	\$450,000	22	8	16	Pending project agreement
Contingency			\$450,000				
Total			\$13.0 million				



Map 6: Map of SWCCP year one and year two awarded projects

Program collaboration

The creation of the Sandy Williams Connecting Communities Program offers WSDOT a new way to leverage federal, state, and local funds to advance active transportation improvements toward construction. With eligible uses including the full range of project activities—planning, engagement, design, right-of-way acquisition, and construction—agencies can use SWCCP funds to augment other more restrictive sources. As a program funded with state dollars, the SWCCP can be used as local match funding for federal funds agencies apply for directly and for WSDOT-administered federal funding sources such as the Transportation Alternatives Program. It can bring resources to projects where state agencies such as the Transportation Improvement Board (TIB), regional or local funding cannot fully meet needs. As the program progresses, WSDOT will determine how best to take advantage of leveraging opportunities while also addressing active transportation needs in highly underserved corridors where no other funding is available.

The program can also complement the Complete Streets program, ensuring that deep community engagement leads to construction of community-responsive improvements. The requirement for WSDOT to plan, design, construct, operate, and maintain complete streets when undertaking state transportation projects of \$500,000 or more ([RCW 47.04.035](#)) presents the opportunity over time to correct the gaps and barriers in our existing state highway system for people walking, bicycling, and rolling. Community-based planning to define the needed

walkways, bikeways, and crossing improvements will be crucial to identify a preferred solution to achieve the goals of Complete Streets. For select communities with high equity needs, Sandy Williams Connecting Communities funding is enabling corridor planning and conceptual design work on corridors scheduled for future preservation projects in advance of preservation funds becoming available. This makes thorough and thoughtful community engagement possible, which can be conducted on a timeline that is responsive to community needs and not under the pressure of project delivery schedules. With these plans in hand, those corridors will be ready for construction as part of the next WSDOT project in that location, as well as being ready for submission to other funding opportunities if those could bring improvements sooner.

Looking forward

In the upcoming biennium, there is an opportunity for program growth by increasing community engagement and building stronger partnerships with community-based organizations statewide. WSDOT aims to work at the grassroots level to structure the grant program in a way that directly supports needs identified by frontline communities, who have been made socially and economically vulnerable and environmentally overburdened. The goal is to support jurisdictions and communities in moving their project forward, prioritizing community needs, and placing residents as the architects of their future.

In keeping with the intentions of Sandy Williams, WSDOT will work with jurisdictions and communities to build the capacity of community-based organizations to co-lead with jurisdictions. WSDOT seeks to build upon the expertise of community organizations to provide more opportunities for communities most affected by legacy transportation infrastructure to collaborate on the overall program approach and selection process. Additionally, WSDOT is developing an updated agency-wide community engagement strategy in line with requirements of the HEAL Act.

The legislative language creating the SWCCP also directs WSDOT to consider how the program can use MWBE contractors and community-based organizations to guide, support, and deliver projects. Active transportation investments can provide community benefits in various ways when thoughtfully implemented. They can channel project dollars directly into community organizations and businesses involved in project delivery, and they can also support or catalyze other kinds of public investments or services, in addition to the direct positive changes they make to the transportation network. WSDOT created a resource document for local agency partners with suggestions for ways they can provide community benefits and engage with local MWBE contractors and CBOs.

School-Based Bicycle Education Program overview, history, and project status

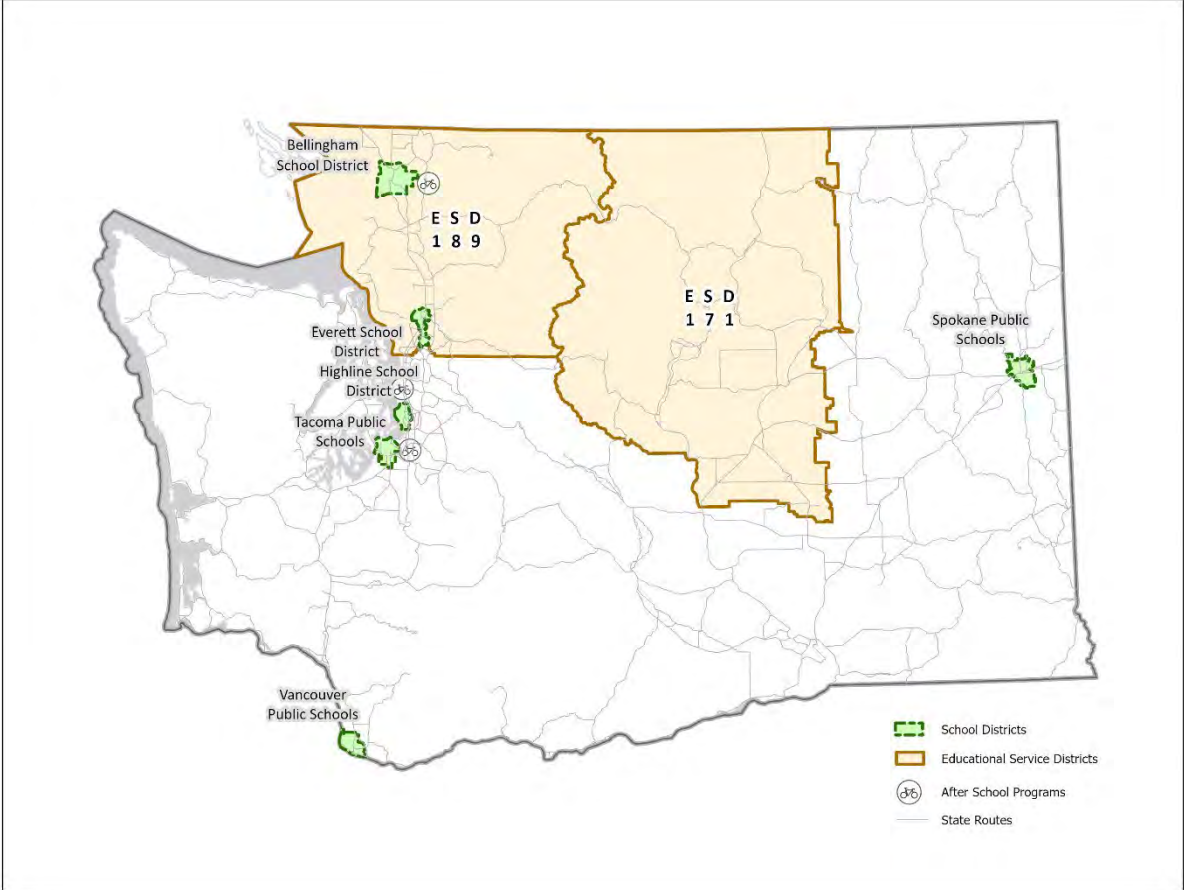
The Statewide School-Based Bicycle Safety Education Program ([RCW 47.04.390](#)) is underway with two program components. One is offered in-school for elementary and middle school students (grades 3-8). The other is for middle and high school aged youth (grades 6-12) offered after or outside of school. The purpose of these programs is for students to develop skills and street safety knowledge to become more confident and capable bicyclists for transportation and/or recreation. As described in the [2022 report to the Legislature](#), WSDOT contracted with Cascade Bicycle Club to implement these programs.

Total funding for FY 23-25 is \$16.8 million; all funding is from Climate Commitment Act revenues. Funding levels will increase over time to the biennial levels identified in Move Ahead Washington as program reach accelerates.

Elementary and middle school: Funds in this start-up biennium support the development of program elements that will serve school districts and ESDs. These elements will aid in the delivery of the program for future biennia across the life of the program. Work has begun with six large school districts (Bellingham, Everett, Tacoma, Vancouver, Spokane, and Highline) and two ESDs (ESD 189 and 171). Cascade Bicycle Club has conducted trainings for 46 teachers and nine teacher trainers. They also provided bicycle education equipment, including bikes, locks, bike helmets, curriculum supplies, and trailers to all eight school partners. In-school bicycle education for 3rd, 4th, and 5th graders has started. An estimated 7,500 elementary and middle school students will receive bicycle safety education this school year and up to 123,500 will be reached in these school districts and ESDs as the program expands. Schools that demonstrated implementation readiness, geographic distribution, and equity needs were prioritized in this initial program start-up phase.

The elementary/middle-school program is expected to provide bicycle safety education to 90 percent of Washington students in grades 3-8 over the next 16 years.

School-Based Bicycle Education Program School Districts and Education Service Districts Served 2023



Map 7: Map of the school districts and educational service districts served by the School-based Bicycle Education Program in 2023.



Image 4: Bicycle Safety Education PE session at Lowell Elementary, Bellingham School District

After-school youth: Three community-based organizations are working in the Tacoma, Seattle and Bellingham areas to begin after-school bike programming, projecting to serve up to 650 youth this school year. These partner organizations attended the pilot partner kickoff meeting to build community and learn more about the program and its reporting requirements. Outreach to additional community-based organizations is underway for the junior high and high school youth program with the goal of implementing the program through 10 community-based partners. Community-based organizations that focused on cycling, youth development, community services, and equity needs were prioritized.

The “Earn-a-Bike” component of both programs will launch in a future phase of development.

E-Bike Rebate and Lending Library Grant Programs

The purpose of these programs, established for FY 23-25 in [HB 1125](#), is to provide opportunities to expand the use of e-bikes for transportation.

WSDOT staff are designing the program and researching options for administration of the rebate program, which involves verification of personally identifying information including income and residential addresses to confirm eligibility, and processing of payments to e-bike retailers who have a physical presence in the state. WSDOT is executing a contract with the University of Washington for the policy briefs identified in the budget proviso and has identified core topics of research that can inform program design and evaluation.

The appropriation for the Lending Library Program begins in FY 25. The [Powered Micromobility Lending Libraries Study](#) prepared by Joint Transportation Committee staff provides a starting point. Research into the rebate program has included discussions with other agencies managing lending library programs to begin identifying elements of program design that will be developed further when the funding is available.

All funding for these programs is from Climate Commitment Act revenues.

Appendix A: PBP project status

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2019	Aberdeen	19		SR 105 Pedestrian and Bicycle Improvements	\$364,000	Underway
2022	Airway Heights	6	6	Airway Heights Craig Road Pedestrian and Bicycle Application	\$721,860	Underway
2019	Anacortes	40		Commercial Avenue Corridor Plan Phase I: 11th Street to 13th Street	\$1,371,188	Underway
2021	Auburn	31		Auburn Way S (SR 164) Sidewalk	\$695,000	Underway
2021	Auburn	31		Riverwalk Drive SE Non-Motorized	\$635,000	Underway
2017	Battle Ground	31		SR 503 Shared Use Pathway	\$906,707	Underway
2019	Bellingham	40		Samish-Maple-Ellis Multimodal Safety Improvements	\$1,007,000	Complete
2022	Bellingham	42	3	West Illinois Pedestrian & Bicycle Safety Improvements	\$1,357,000	Approved
2017	Bonney Lake	17, 18		Fennel Creek Trail - Segment 2A	\$1,501,805	Complete
2019	Bonney Lake	31		Fennel Creek Trail Segment 2B	\$1,079,825	Complete
2019	Bremerton	26		Naval Ave: 1st St-15th St Pedestrian and Bicycle Enhancements	\$619,400	Underway
2017	Burlington	40		Burlington 5-Way Pedestrian Intersection	\$800,000	Complete
2021	Centralia/ WSDOT Southwest Region	20		Pedestrian/Bicycle Safety	\$988,000	Approved
2023	Chelan	12	3	US 97A Lakeside Trail - Water St to West Woodin Ave	\$3,001,931	Approved
2015	Clark County	49		Highway 99 Pedestrian/Bicycle Improvements	\$725,000	Underway
2023	College Place	16	4	College Place Post Office Crosswalk Safety Enhancement Project (500 S. College Avenue)	\$158,389	Approved
2019	Electric City	12		Electric City Shoreline Waterfront Trail Project	\$672,410	Underway

¹ EHD rankings indicated for projects from the 2022 supplemental budget forward

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2015	Everett	38		W Marine View Dr. and Alverson Blvd Pedestrian Safety	\$400,200	Underway
2021	Everett	21, 38		Everett Citywide Bicycle Wayfinding	\$373,090	Underway
2015	Fall City Parks District	5		West Side Trail	\$180,000	Complete
2021	Federal Way	30		S 288th St Road Diet - Military Rd S to 34th Ave S	\$1,000,000	Underway
2023	Granger	15	9	Granger Roundabout at 3rd Street and SR223 and Associated Pedestrian Improvements	\$3,226,300	Approved
2019	Jamestown S'Klallam	24		ODT Old Olympic Highway to Blyn Road- Design Only	\$105,282	Underway
2023	Jamestown S'Klallam Tribe	24	1 and tribal lands	Olympic Discovery Trail (Blyn Road to Old Blyn Hwy) PBP	\$1,490,500	Approved
2013	Jefferson County	24		Quilcene Complete Streets Project	\$884,165	Underway
2023	Kalispel Tribe	7	4 and tribal lands	LeClerc Road Ped-Bike Path	\$337,000	Approved
2021	Kelso	19		Pedestrian and Bike Safety	\$929,000	Underway
2017	Kenmore	46		Juanita Drive Pedestrian and Bicycle Improvements	\$525,600	Underway
2019	Kenmore	46		Juanita Drive NE Pedestrian and Bicycle Improvements Project	\$2,000,000	Underway
2021	Kenmore	46		61st Ave NE Sidewalk	\$1,364,265	Underway
2021	Kenmore	46		Wayfinding and Connectivity Improvements	\$306,047	Underway
2023	Kenmore	46	7	80th Ave NE (SR522-NE 185th St) Sidewalk and Bike Lane Project	\$2,222,636	Approved
2023	Kennewick	8	5	Keen Trail Extension from N Steptoe Street to N Center Parkway	\$2,339,819	Approved
2021	Kent	33, 47		Rectangular Rapid Flash Beacons	\$1,163,588	Underway
2022	Kent	11, 33	9	Pedestrian Hybrid Beacon (PHB) on 108th Ave SE at the Kent Panther Lake Library (20600 block)	\$875,420	Approved
2023	Kent	33	10	Meeker Street – Kent Elementary Separated Bikeway	\$1,807,000	Approved

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2023	Kent	33	10	SR 99 Pedestrian Hybrid Beacon at 24800 to 25000 Block	\$559,000	Approved
2021	King Co.	37		Renton Avenue South Sidewalks - Phase III	\$2,000,000	Underway
2017	King County	37		Renton Avenue Sidewalks – Phase 3	\$590,000	Underway
2019	Kirkland	45,48		Rose Hill Greenway Network Implementation & Enhancement – 128th Ave NE Greenway + NE 75th & 120nd Ave NE Raised Intersection	\$692,000	Underway
2011	Lacey	22		College Street Corridor - Phase 1	\$1,750,000	Complete
2021	Lakewood	29		Pine St. Sidewalk and Pedestrian Crossing	\$883,000	Underway
2017	Lynnwood	32		Scriber Creek Trail Improvements Project Phase 1	\$675,000	Complete
2021	Lynnwood	32		Scriber Creek Trail	\$1,750,000	Underway
2023	Lynnwood	32	8.5	Scriber Creek Trail Phase 3	\$1,625,000	Approved
2021	Marysville	38		80th St NE Non-Motorized	\$498,252	Underway
2023	Moses Lake	13	7.5	SR-17 & Stratford Road Interchange Pedestrian Improvement	\$685,088	Approved
2019	Olympia	22		Legion Way Improvements	\$795,680	Complete
2022	Olympia	22	5	4th Avenue and Plum Street Pedestrian and Bike Improvements PBP Project	\$1,269,000	Underway
2013	Omak	7		Main Street/SR 215 & SR 155 Complete Street Project	\$340,425	Complete
2021	Pasco	16		Sylvester Street Safety	\$2,675,800	Underway
2023	Pasco	16	8	Sylvester Street Overpass Pedestrian/Bicycle Access	\$3,357,000	Approved
2023	Pateros	12	5	Highway 97 Pedestrian Crossing & Pathway PBP - Development/Design Only	\$99,219	Approved
2019	Pierce County	29		Parkland Community Trail	\$425,000	Underway
2015	Port Angeles	24		Waterfront and Olympic Discovery Trail: Valley Creek – 10th & Milwaukee	\$200,000	Complete
2019	Port Angeles	24		Lincoln Street Safety Improvements	\$1,285,000	Complete

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2023	Port Angeles	24	5	10th Street Bike Boulevard & 8th - A Protected Intersection	\$1,959,000	Approved
2019	Port of Columbia	16		Dayton to Waitsburg Multi-Use Path	\$637,000	Underway
2023	Port Orchard	26	7	Tremont Street Non-motorized Improvements, Phase 2 & 3 - Development/Design	\$732,000	Approved
2019	Port Townsend	24		Discovery Road Two-Way Cycletrack	\$1,442,082	Underway
2015	Renton	37		Lake Washington Loop Trail	\$426,000	Underway
2017	Renton	37		Lake Washington Loop Trail - Phase 3	\$430,000	Underway
2019	San Juan County	40		San Juan County Bike Counters	\$47,100	Complete
2022	SeaTac	33	9	Airport Station Area Pedestrian Improvements - 32nd Avenue South, South 176th Street, and South 180th Street	\$3,000,000	Underway
2019	Seattle	34		35th Ave SW & SW Graham St Crossing Improvements	\$544,000	Complete
2021	Seattle	37		Martin Luther King Jr. Way S Protected Bike Lane	\$1,800,000	Underway
2021	Seattle	32, 36, 43, 46		State Route 99/Aurora Ave N Planning	\$1,500,000	Underway
2023	Seattle	37	9.5	Pedestrian Scale Lighting (Chinatown, International District, & Little Saigon neighborhoods) Seattle	\$2,556,000	Approved
2023	Snohomish County	21	8	128th St SW: 8 Ave W to Interurban Trail Multimodal Improvements	\$900,000	Approved
2019	Soap Lake	12		Daisy Street Pedestrian Crossing Improvements	\$63,400	Underway
2021	Spokane	3		Greene/Carlisle Crosswalk	\$1,278,861	Underway
2023	Spokane	3	10	Lincoln Street Restripe from Summit to Sinto	\$3,620,356	Approved
2023	Spokane	3	9	Maxwell Bike Lanes from Augusta to Walnut	\$1,470,070	Approved
2022	Spokane Valley	4	9	Sprague Avenue Pedestrian Hybrid Beacon – Appleway Trail connection from City Hall to Balfour Park	\$556,000	Underway

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2023	Sumner	31	8.5	Fryar Avenue Shared Use Path	\$5,328,450	Approved
2017	Tacoma	27		Fawcett Avenue: South 19th to South 21st	\$1,013,290	Underway
2021	Tacoma	27, 29		S Cedar Street Active Transportation	\$1,166,630	Underway
2019	Tumwater	22		Capitol Blvd Corridor, Israel Rd to M St Design	\$1,056,000	Underway
2019	Twisp	12		North End SR20 Pedestrian / Bike Path	\$1,340,484	Underway
2021	Union Gap	15		Main Street Pedestrian Crossing	\$393,009	Underway
2023	Union Gap	15	9	Ahtanum Road Pedestrian Railroad Crossing	\$1,949,025	Approved
2019	Upper Skagit Indian Tribe	39		The Nookwa-Chahbsh Lane Pedestrian & Parking Safety Improvement Project	\$705,000	Underway
2019	Vancouver	49		Devine Road Bicycle and Pedestrian Safety Improvements	\$489,000	Underway
2021	Vancouver	49		Columbia Street Safety and Mobility	\$986,904	Underway
2017	Walla Walla	16		Isaacs Avenue Improvements – Division St to Link St	\$865,720	Underway
2023	Walla Walla	16	8	Pine Street-2nd Avenue to 9th Avenue	\$1,224,302	Approved
2023	Wenatchee	12	6	North Wenatchee Ave Shared-Use Trail - Phase 1	\$2,134,659	Approved
2023	Woodinville	45	5.5	Eastrail Shared Use Trail and Bridge – Sammamish River Trail to Woodinville Snohomish Road	\$2,250,000	Approved
2023	WSDOT Active Transportation	All	All	Local Agency Active Transportation Capacity Building	\$2,835,000	Underway
2023	WSDOT Active Transportation	All	All	Program Administration	\$375,630	Underway
2019	WSDOT Northwest Region	10,39,40		US Bicycle Route Wayfinding Signage	\$150,000	Underway
2022	WSDOT Northwest Region	46	9	Northgate Way Pedestrian Safety and Comfort Improvements	\$1,734,000	Underway

Award year	Location	Leg. Dist.	EHD ¹ score	Project	Award	Project status
2023	WSDOT Olympic Region	25, 28, 29	7	SR 7 Pedestrian Crossing Improvements	\$2,257,115	Approved
2019	WSDOT Southwest Region/ Cathlamet	19		SR 4 Signing and Channelization Road Diet Project	\$617,000	Underway
2017	WSDOT-HQ	N/A		Pilot Cities for Permanent Bike/Pedestrian Counter Methodology Comparison	\$197,000	Underway
2021	WSU	9		SR 270/Main St. Shared Use Path and Intersection	\$743,595	Cancelled
2023	Yakima	14, 15	8	Fred Meyer Active Transportation Pathway: Connecting Fred Meyer Shopping Center To West Powerhouse Road Community And To Yakima Greenway, Naches, And William O. Douglas Trail Systems	\$1,630,904	Approved

Appendix B: SRTS project status

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2023	Auburn	47	7	Lea Hill SRTS	\$997,477	Approved
2021	Bellevue	48		NE 18th and NE 21st Streets SRTS	\$790,000	Approved
2015	Bellingham	42		Cordata Safe Routes to School Program	\$778,127	Complete
2021	Bellingham	42		Parkview Elementary SRTS	\$1,620,000	Underway
2023	Bike Clark County	17, 18, 49	7	Bike Clark County Active Transportation Empowerment Program for Evergreen and Vancouver School Districts	\$249,250	Underway
2017	Bothell	1		188th St Non-motorized Improvements	\$672,600	Underway
2017	Bremerton	35		Kitsap Lake Elementary SRTS	\$1,754,348	Underway
2019	Bremerton	23, 26, 35		Bremerton School Zone Safety Improvements - Safe Routes to Schools	\$244,000	Underway
2022	Bremerton	26	7	View Ridge Elementary - Almira Drive Safe Routes to School Project	\$4,155,000	Underway
2023	Burien	34	10	SW 116th St School Crossing Improvements (8th Ave SW - 10th Ave SW)	\$639,000	Approved
2019	Cashmere	12		2018 Safe Route to School Grant	\$180,268	Complete
2023	Centralia	20	9	Washington Elementary and Oakview Elementary Student Safety Project	\$2,609,338	Approved
2015	Chelan County	12		South Wenatchee Pedestrian Safety Improvements, Phase II	\$131,600	Underway
2022	Clark County	49	2	Hockinson Elementary School Flashers and Crosswalk Project	\$389,000	Underway
2023	Clark County	49	9	Truman Elementary School Safety Improvements (NE 40th Ave/NE 49th St-NE 42nd Ave-NE 44th St; NE 47th Ave-NE 45th Pl)	\$1,825,000	Underway
2023	Clarkston	9	7	Holy Family Catholic School Pedestrian Safety Improvements	\$4,081,143	Approved
2023	Clarkston	9	9	Grantham Elementary School Pedestrian Safety Improvements	\$2,115,419	Underway

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2023	Coulee Dam	12	3	Columbia Ave (SR 155) & Douglas Ave and Crest Dr RRFBs and River Dr (SR 155) School Zone Beacons SRTS	\$392,886	Approved
2021	Covington	47		Timberlane Way Active Transportation	\$555,085	Underway
2023	Des Moines	33	7	North Hill Elementary Walkway Improvements	\$4,478,432	Approved
2019	East Wenatchee	12		Kenroy Elementary Safe Routes to School	\$1,998,675	Underway
2019	East Wenatchee	12		Sterling Intermediate Safe Routes to School	\$1,937,791	Underway
2017	Edmonds	1		Citywide Ped Crossing Enhancements	\$1,490,000	Underway
2017	Everson	42		SR544 S Everson Sidewalk Improvements	\$497,025	Underway
2019	Federal Way	30		Lakota Middle School - SW Dash Point Road - Safe Routes to School	\$1,350,000	Underway
2021	Federal Way	30		16th Ave Non-Motorized Trail	\$1,835,000	Approved
2023	Fife	25	9	62nd Ave E Multimodal Improvements	\$3,252,080	Approved
2023	Harrah	14	9	Branch Road Sidewalk	\$1,201,220	Approved
2021	Hoquiam	24		SR 109/US 101 Bike Lanes and Sidewalks	\$1,440,000	Underway
2019	Jefferson County	24		SR116 and Cedar Avenue Pedestrian Bike Improvements	\$880,300	Complete
2023	Kalispel Tribe of Indians	7	4 and tribal lands	Camas Learning Center - Cusick School District Pedestrian Facilities	\$780,947	Approved
2021	Kelso	19		Huntington Middle School Safety	\$658,000	Underway
2022	Kelso	19	6	Ped and Bicycle Safety Improvements Allen St 225 ft west of N.Kelso Dr to Crescent Dr	\$935,000	Underway
2023	Kenmore	46	2	Arrowhead Dr (NE 151st St - 64th Ave NE) Sidewalks	\$2,219,395	Approved
2023	Kenmore	46	7	NE 192nd St (73rd Ave NE - 75th PI NE) Sidewalk & Bike Lane	\$760,900	Approved
2023	Kennewick	8	9	S Conway Place (W 4th Ave to 130 S Conway Place) School Zone and Safe Route to Westgate Elementary School	\$789,932	Approved

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2022	Kent	33, 47	10	Safe Routes to School – School Zone Flashers	\$397,800	Underway
2023	Kent	33	10	Meeker Street and 64th Ave S Transit & Non-Motorized Intersection Improvements	\$2,087,000	Approved
2023	King County	34	9.5	Highline School District - 8th Ave SW from SW 100th St to SW 108th St Design SRTS Project	\$780,400	Approved
2019	Kitsap County	23		Central Valley Road	\$2,044,637	Complete
2023	Kitsap County	23	5	Perry – Stone to Sheridan	\$3,348,305	Approved
2023	La Center	18	3.5	4th Street and Highland Road Traffic Signal SRTS	\$1,036,047	Approved
2015	Lakewood	29		Steilacoom Blvd. SW: Weller to Phillips	\$450,000	Complete
2021	Lakewood	29		Farwest Dr. SW	\$1,336,000	Underway
2021	Lakewood	29		112th St. SW – Clover Park High School Sidewalk	\$656,000	Underway
2023	Lakewood	28	6	112th St SW – Lake Louise Elementary School Sidewalk – Farwest Dr to Holden Rd	\$1,304,720	Approved
2021	Lummi Indian Nation	42		Mackenzie Road Sidewalk	\$200,000	Underway
2021	Lynnwood	21, 32		College Place Elementary Pedestrian Safety	\$672,300	Underway
2021	Lynnwood	32		College Place Middle School Crosswalk	\$238,000	Underway
2022	Maple Valley	5	4	SR 516 Pedestrian Crossing Enhancement, east of SE Bear Blvd	\$326,250	Underway
2021	Marysville	38, 39		Shoultes Elementary SRTS	\$394,073	Approved
2021	Marysville	38		Cascade Elementary SRTS	\$599,089	Approved
2023	Marysville	38	8	Marysville Middle School - 49th DR NE (South of Grove St) SRTS	\$412,740	Approved
2023	Marysville	38	7	Cascade Elementary - 100th ST NE (Shoultes RD to 51st Ave NE) SRTS	\$792,171	Approved
2023	Moses Lake	13	7	Nelson Road Corridor Pedestrian Improvement	\$2,206,937	Approved
2019	Mountlake Terrace	1, 32		216th and 220th	\$468,194	Underway

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2019	Mukilteo	21		76th and SR525 Pedestrian Improvements	\$1,323,450	Underway
2021	Olympia	22		Boulevard Road Trail Crossing and Bike Corridor	\$893,607	Underway
2023	Olympia	22	7	NW and SW Neighborhood Bike Boulevard SRTS	\$897,000	Approved
2019	Othello	9		Ash Street Safety Improvements	\$788,586	Complete
2021	Othello	9		Scootney & 14th Wahitis Elementary Safety	\$418,500	Underway
2023	Pasco	9	3.5	Sandifur Parkway/ Road 90 and Argent Road/ Road 88 Pedestrian Crossings	\$1,099,056	Approved
2021	Pierce County	29		168th Street East	\$741,000	Underway
2021	Pierce County	25		104th Street East	\$1,336,000	Underway
2023	Pierce County	25	7	Safe Routes to School – 136th St E (97th Ave E to SR-161)	\$337,000	Approved
2023	Port Orchard	26	5	Sidney Rd Non-Motorized Improvements (SR-16 to Hovde)	\$1,885,000	Approved
2017	Poulsbo	23		Finn Hill Road Shared Use Path	\$800,000	Complete
2023	Poulsbo	23	2.5	Noll Road SRTS Improvements	\$996,000	Approved
2021	Prosser	16		Kinney Way Improvements	\$690,100	Underway
2019	SeaTac	33		34th Avenue South Safe Routes to School Project	\$2,464,000	Underway
2019	Seattle	46		NE 117th St Intersection Redesign and Sidewalk	\$950,000	Underway
2021	Seattle	32		Greenwood Ave Sidewalks and 1st Ave NW Greenway	\$1,000,000	Underway
2021	Seattle	2		NE 135th St Greenway and Sidewalk	\$620,000	Underway
2023	Seattle Public Schools	11, 32, 34, 36, 37, 43, 46	7	All Kids Bike Kindergarten Program	\$542,022	Approved
2017	Sequim	24		Safe Routes to Sequim Schools Campus on W. Fir Street	\$231,000	Complete
2019	Sequim	24		N Sequim Avenue Sidewalk and Bike Lanes	\$1,098,000	Underway
2021	Shelton	35		SRTS Crosswalk Improvements	\$770,103	Underway

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2019	Shoreline	32		Ridgecrest Elementary Pedestrian Crossing Improvements and School Speed Zone Flashers	\$467,700	Underway
2021	Skokomish Tribe	35		S.R. 106/Reservation Rd/Tribal Center Rd Sidewalk	\$318,465	Underway
2021	South Bend	19		Madison Street Sidewalk	\$477,100	Underway
2021	Spokane	3		Shaw Middle School - Garland Avenue Pathway	\$1,228,528	Underway
2021	Spokane	3		Bemiss Elementary Walk Route	\$717,635	Underway
2021	Spokane	3		Finch Elementary Walk Route	\$692,923	Underway
2021	Spokane	3		Nevada/Joseph Pedestrian Hybrid Beacon	\$485,027	Underway
2023	Spokane	3, 4	9	Scott Elementary Sidewalk	\$1,959,767	Approved
2023	Spokane	3	10	Stevens Elementary Walk Route	\$1,362,397	Approved
2022	Spokane County	4	9	Otis Orchard Elementary School SRTS Project	\$623,000	Underway
2022	Spokane Valley	4	8	Arterial Sidewalk and Bicycle Improvements on Bowdish Road between 12th and 22nd Avenues	\$1,668,500	Underway
2013	Swinomish Indian Tribal Community	10		Swinomish to La Conner Safe Routes Project	\$744,610	Complete
2021	Tacoma	29		Manitou Elementary SRTS	\$543,091	Underway
2023	Tacoma	29	10	Baker Middle School Safe Routes to School	\$1,569,658	Approved
2017	Thurston County	22		Olympic View SRTS Enhancement	\$940,000	Complete
2022	Thurston County	22	7	Pleasant Glade Elementary Pedestrian Improvements SRTS	\$1,440,000	Underway
2019	Toppenish	15		2020 Sidewalk Improvements	\$528,300	Complete
2023	Toppenish	15	9	Jackson Street and Juniper Street Improvements	\$1,540,100	Approved
2023	Tumwater	22	7	2nd Avenue Pedestrian & Bicycle Improvements	\$3,605,000	Approved
2023	University Place	28	7	UP School Crosswalk Safety Improvements	\$1,397,900	Approved

Award year	Location	Leg. Dist.	EHD score	Project	Award	Project status
2019	Vancouver	49		NW Neighborhood Connectivity Improvements	\$500,000	Underway
2013	Washougal	18		Jemtegaard Trail Improvements	\$599,305	Underway
2019	Wenatchee	12		Methow Street Improvements	\$786,600	Underway
2023	Wenatchee	12	4	Orchard Middle School - Sunset Ave Improvements	\$628,000	Approved
2023	Wenatchee	12	9	Crawford and Okanogan Intersection Improvements	\$1,965,500	Approved
2023	WSDOT ATD	All	All	Local Agency/ATD Capacity Building	\$2,950,000	Underway
2023	WSDOT ATD	All	All	Program Administration	\$389,150	Underway
2021	WSDOT/ Okanogan County	7		SR 155 Omak East School	\$1,412,700	Approved
2021	WSDOT Southwest Region	17		SR 500/NE Fourth Plain Boulevard	\$1,011,587	Underway
2017	Yakima	14		McClure Elementary School Vicinity Safety Improvement	\$270,000	Underway
2021	Yakima	14		Robertson Elementary School Safety	\$510,000	Underway

Appendix C: Program benefits to overburdened communities and vulnerable populations now and in the future

Move Ahead Washington lists requirements for Climate Commitment Act-funded projects to provide direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities. This affects all grant programs overseen by the WSDOT Active Transportation Division, as they receive all or a significant majority of their funding from CCA revenues.

Active transportation projects and safety education programs directly provide the following benefits listed in Move Ahead Washington ([ESSB 5974](#), Sec. 104(1) and (2)) by supporting safe walk/bike facilities and mode shift that contributes to reductions in vehicle miles traveled and emissions/pollutants associated with vehicular traffic:

- Direct reduction of environmental burdens in overburdened communities.
- Reduction of disproportionate, cumulative risk from environmental burdens, including those associated with climate change.
- Focus on creating environmental benefits, including eliminating health burdens, creating community and population resilience, and raising the quality of life of those in the community.

The Safe Routes to School and Pedestrian/Bicyclist programs application process asks questions to establish that projects meet the following requirements:

- Support of community led project development, planning, and participation costs.
- Meeting a community need identified by the community that is consistent with the intent of this chapter or [RCW 70A.02.010](#).

Scoring process and equity criteria for the programs incorporate information to address the following requirements:

- Direct benefits and programs to target vulnerable populations and overburdened communities to reduce statewide disparities.
- Make investments and benefits roughly proportional to the health disparities that a specific community experiences, with a goal of eliminating the disparities.
- Make an effort to balance investments and benefits across the state and within counties, local jurisdictions, and unincorporated areas as appropriate to reduce disparities by location and to ensure efforts contribute to a reduction in disparities that exist based on race or ethnicity, socioeconomic status, or other factors.

The Sandy Williams Connecting Communities Program addresses all these criteria and additional ones from the statute creating the program, as does the School-Based Bicycle Safety Education Program. The E-Bike Rebate and Lending Libraries Program will be designed to address criteria in statute associated with the funding source and in the budget proviso establishing it.

WSDOT's capacity-building technical assistance will deepen local agency and WSDOT understanding of the transportation needs of vulnerable populations in overburdened

communities. The technical assistance provided will enable communities to develop fundable projects to address those needs. This should result in a higher number and proportion of projects that prioritize these needs over the next 16 years and beyond. The program will also enable WSDOT to increase the geographic diversity of participating agencies, as directed in the FY 23-25 transportation budget.

Acronyms and abbreviations

ADA	Americans with Disabilities Act
ATD	Active Transportation Division
ATP	Active Transportation Plan
CCA	Climate Commitment Act
ESSB	Engrossed Substitute Senate Bill
PBP	Pedestrian/Bicyclist Program
RCW	Revised Code of Washington
SRTS	Safe Routes to School
SSB	Substitute Senate Bill
SWCCP	Sandy Williams Connecting Communities Program
WSDOT	Washington State Department of Transportation

Websites featured

HB 1125, FY 23-25 transportation budget, 2023 session	https://app.leg.wa.gov/billssummary?BillNumber=1125&Year=2023
ESSB 5974, 2022 session	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5974-S.SL.pdf
Move Ahead Washington (SSB 5975), 2022 session	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5975-S.SL.pdf
Climate Commitment Act (ESSB 5126), 2021 session	https://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5126-S2.SL.pdf?q=20221028151023
Active Transportation Plan	https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plan
2021 PBP/SRTS report to the Legislature	https://wsdot.wa.gov/sites/default/files/2021-11/2021-Bike-Ped-SRTS-Report_0.pdf
2022 PBP/SRTS report to the Legislature	https://wsdot.wa.gov/sites/default/files/2022-11/2023-25-Bike-Ped-SRTS-Prioritized-Project-List-Program-Update_0.pdf
2022 Connecting Communities Program report to the Legislature	https://wsdot.wa.gov/sites/default/files/2022-11/Connecting-Communities-Pilot-Program-Report-November2022.pdf
2022 School-Based Bicycle Safety Education Program report to the Legislature	https://wsdot.wa.gov/sites/default/files/2022-11/School-Based-Bicycle-Safety-Education-Program-Report-December2022.pdf
RCW 19.405.020	https://app.leg.wa.gov/RCW/default.aspx?cite=19.405.020

RCW 47.04.035	https://app.leg.wa.gov/rcw/default.aspx?cite=47.04.035
RCW 47.04.300	https://app.leg.wa.gov/rcw/default.aspx?cite=47.04.300
RCW 47.04.380	https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.380
RCW 47.04.390	https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.390
RCW 70A.02.010	https://app.leg.wa.gov/RCW/default.aspx?cite=70A.02.010
Sandy Williams Connecting Communities Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program
Sandy Williams Connecting Communities Program Storymap	https://storymaps.arcgis.com/stories/c77c398cba414d98a09567feb4b06f0d
Pedestrian and Bicyclist Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program
Safe Routes to School Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program
SR 900 - Martin Luther King Jr. Way South Corridor Study	https://wsdot.wa.gov/construction-planning/search-studies/sr-900-martin-luther-king-jr-way-south-corridor-study

Title VI notice to public, Americans with Disabilities Act (ADA) information, and translation services

English

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Español

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어-Korean

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский-Russian

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи, или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот, или другие формы

дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt-Vietnamese

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية - Arabic

في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في (WSDOT) إشعار للجمهور تتمثل سياسة وزارة النقل في الولاية واشنطن 6العنوان 1964. أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخالف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام للحصول على . التابع لوزارة النقل في الولاية واشنطن(OECR)ويمكن ألي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب/معلومات إضافية بشأن إجراءات الشكاوى و السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

معلومات قانون الأمريكيين ذوي العاقبة (ADA)

أو عن طريق الاتصال بالرقم wsdotada@wsdot.wa.gov يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على يمكن للأشخاص(4232) 855-362-4ADA المجاني على الرقم Washington State Relay الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة 711.

中文 – Chinese

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話 (360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話

855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – Somali

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciiisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah

(OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

Translation Services

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: WSDOTActive@wsdot.wa.gov

Español - Spanish

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: WSDOTActive@wsdot.wa.gov

tiếng Việt-Vietnamese

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921 hoặc email cho chúng tôi tại: WSDOTActive@wsdot.wa.gov

한국어-Korean

번역 서비스

영어로 소통하는 것이 불편하시다면, 360-705-7921 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: WSDOTActive@wsdot.wa.gov

русский-Russian

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921 или написав нам на электронную почту: WSDOTActive@wsdot.wa.gov

العربية - Arabic

خدمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاناً طلب خدمات المساعدة اللغوية عن

طريق الاتصال بالرقم 360-705-7921 أو مراسلتنا عبر البريد الإلكتروني: WSDOTActive@wsdot.wa.gov

Af-soomaaliga - Somali

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: WSDOTActive@wsdot.wa.gov

中文 - Chinese

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：WSDOTActive@wsdot.wa.gov，请求获取免费语言援助服务

Contact for more information

Barb Chamberlain

Director, Active Transportation Division

Washington State Department of Transportation

360-704-6386

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