



Active Transportation Funding Programs Legislative Report

UPDATE ON PROGRAM AND
PROJECT STATUS



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HIGHLIGHTS

Every year, WSDOT's Active Transportation Division publishes a report on our grant programs. The report shares stories about how WSDOT and its partners are implementing state legislative and budget direction through these programs, and how Washingtonians around the state benefit from them.

In this report, you will find information on these highlights and more:

- Since 2005, WSDOT has selected 561 Safe Routes to School (SRTS) and Pedestrian/Bicyclist Program (PBP) projects for funding, of which 405 (72 percent) have been completed. An additional 156 projects are underway, including the 65 projects selected for the 2023-2025 biennium. These projects support communities in designing and building local infrastructure for people who walk, bike and roll to improve everyone's safety while traveling. The SRTS program specifically funds these projects near schools, ensuring our youngest road users have safer ways to get to and from school.
- For the 2023-25 biennium and again for 2025-27, well over 50 percent of active transportation projects and programs benefit overburdened communities and vulnerable populations. Studies like WSDOT's 2023 [Vulnerable Road User Safety Assessment](#) reveal how members of these communities often are disproportionately severely and fatally injured while walking, riding and rolling. Selecting the projects aligns our work with HEAL Act and program requirements and with our agency mission, working to give everyone safer access to Washington's transportation system.
- WSDOT staff created the Active Transportation Assistance Program to grow capacity in small towns, rural areas, and tribal governments for delivery of high-quality projects. The program is already increasing the geographic diversity of projects awarded within the Safe Routes to School and Pedestrian/Bicyclist Programs. Ten of the 56 projects recommended for the 2023-25 biennium, or 17.85 percent of the total, are first-time applicants or places that have not received an award in over a decade. Half of these were invited to participate in the Active Transportation Assistance Program.
- The Sandy Williams Connecting Communities Program established a community advisory council to inform WSDOT's approach to this program. Twelve people from around the state came together to discuss how safety, community engagement and community benefits would be achieved. They co-created an approach to evaluating projects that meet the program's intention, which is grounded in values related to environmental justice, safety, connectivity and accessibility.

- The Bicycle Safety Education Program, only in its second year, is already available in nine large school districts and five Educational Service Districts (ESDs). The program has served more than 12,000 students, given away more than 1,000 bikes and safety equipment and trained nearly 200 teachers. At least 56 percent of all programming benefits students from overburdened communities. The program grew 75 percent between its first and second years and will reach more than 30,000 children and youth in the 2024-25 academic year. We anticipate reaching 160,000 children and youth statewide in the 2025-27 biennium.
- The [Complete Streets work](#) managed through the Active Transportation Division continues to provide leadership, training and support to WSDOT's regions and divisions. This agency-wide approach makes it easier to efficiently implement the Complete Streets requirement and improve multimodal access across our entire transportation system.

Additional highlights that support our grant programs include:

- The [Safe Routes to School National Partnership](#) recently ranked Washington State's Safe Routes to School Program as #3 in the nation. The ranking is a testament to the good work our partners are doing with the funding we steward.
- As active transportation design practices have evolved, WSDOT kept pace by publishing the [WSDOT Active Transportation Programs Designs Guide](#). The guide helps grant applicants understand design approaches that result in high-quality projects worthy of funding. It was highlighted in the Transportation Research Board's Research Roundup and presented at the national conference of the Association for Pedestrian and Bicycle Professionals.

ACTIVE TRANSPORTATION TACKLES BIG QUESTIONS

You may not encounter the word “multisolving” every day, but once you learn it you know it makes a lot of sense. It simply means doing one thing that gives us many benefits. Active transportation investments give us a lot of multisolving value! When we make it safer and easier to walk or ride, we:

- Save lives: When we make a street safer for pedestrians or add a protected bike lane, we reduce serious and fatal crashes for people using any mode of transportation there
- Make our air and water cleaner by reducing emissions and pollutants
- Make it easier to get active movement into our lives and to connect with neighbors and community life, improving both physical and mental health
- Help students arrive at school more ready to concentrate, learn, and succeed
- Give people who don't drive the same kind of connections and freedom that people who do drive count on
- Free up street space and parking spots for those who do drive by making it possible for others to walk, bike, or take transit, while reducing wear and tear on our roads
- Save people money on transportation that they can use to meet other needs
- Bring increased foot traffic to local businesses, which means more sales

These all contribute to WSDOT's mission: to provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality. The Legislature invests in the programs in this report as vital elements of a transportation system that truly serves everyone.

About WSDOT's Active Transportation Division

Active transportation programs at WSDOT formally began in 2005 when the Safe Routes to School (SRTS) program was first funded. The Legislature has invested in SRTS and a parallel Pedestrian/Bicyclist Program (PBP) ever since. WSDOT created the Active Transportation Division in 2017 to provide leadership to enhance and expand walking and bicycling as essential modes of transportation.

The ATD manages the funding programs in this report and leads policy and process improvements to WSDOT's work in Complete Streets. ATD supports projects and programs from the local level to statewide efforts through technical assistance, training, policy development, planning, and partnership. ATD staff contribute to work at the national level and help move transportation practice forward—another reason Washington leads the nation in pedestrian and bicyclist safety, accessibility, and mobility.

Funding programs managed by the ATD fall into two broad categories:

Making Better Places for People to Walk, Bike and Roll

- Safe Routes to School Program (SRTS)
- Pedestrian/Bicyclist Program (PBP)
- Active Transportation Assistance Program (ATAP), created as an initiative under SRTS and PBP
- Sandy Williams Connecting Communities Program (SWCCP)

Getting More People Riding with Skills and Equipment

- School-Based Bicycle Education Program
- E-Bike Rebate Program (WE-Bike)
- E-Bike Lending Library Grant Program.

ENVIRONMENTAL JUSTICE AND EQUITY IN ACTIVE TRANSPORTATION

All active transportation funding programs have an emphasis on service to overburdened communities and the transportation needs of people made vulnerable in locations that lack adequate facilities. This commitment serves as the foundation of the work.

Equity has been a core principle in the Active Transportation Division's approach since it was established. An equity priority approach is also a safety priority approach. The patterns in locations of serious injury and fatal crashes across the state make that very clear: Wide, fast, busy roads with higher numbers of crashes have been built in some neighborhoods and not others. Meeting the needs of nondrivers and addressing pedestrian safety in rural and tribal areas are also equity approaches.

With the passage of the Healthy Environment for All (HEAL) Act and the Climate Commitment Act, the Legislature directed WSDOT to apply environmental justice as another priority in our projects and programs. Locations that score high on equity-based needs generally also score high on environmental justice needs.

For each of the programs in this report WSDOT shares the results of equity and environmental justice analysis. In each program area the recommended projects significantly exceed minimum goals.

Anticipated funding levels by program for 2025-27^{1,2}

- Safe Routes to School: Anticipated funding of \$54.5M (CCA \$34M, MMA \$8.5M, MVA Federal \$12M) for 32 projects
- Pedestrian/Bicyclist Program: Anticipated funding of \$51.4M (CCA \$27.5M, MMA \$23.9M) for 24 projects
- Sandy Williams Connecting Communities Program: Anticipated funding of \$25M (100 percent CCA)
- School-Based Bicycle Safety Education: Anticipated funding of \$27.2M (100 percent CCA)
- E-Bike Rebate Program: Anticipated funding of \$5M (100 percent CCA)
- E-Bike Lending Library Program: Anticipated funding of \$2M (100 percent CCA)



¹ Enacted Transportation LEAP All Projects List 2024-2 - [ActiveReports Document](#), Local Programs Program (Z), Pedestrian Safety, page 35-36.

² Enacted Transportation Budget Bills 2024 Supplemental *revised 2023-25 Biennium ESHB [2134-S.SL.pdf](#), Section 309 (16)(a)(i), pages 146-148

SAFE ROUTES TO SCHOOL AND PEDESTRIAN/BICYCLIST PROGRAMS: PURPOSE, PROCESSES, RESULTS

Proven effectiveness

For 19 years, the Safe Routes to School and Pedestrian/Bicyclist Programs have helped make Washington a national leader in creating better connections for people who walk, bike and roll.

The programs' primary objectives are to improve pedestrian and bicyclist safety and mobility, and to increase active transportation trips. The two programs fund projects including:

- Bicycle facilities like separated bike lanes.
- Pedestrian facilities like sidewalks.
- Crossing improvements for people who walk and bike, such as protected intersections.
- Speed management treatments like raised crosswalks.
- Education and encouragement initiatives under Safe Routes to School, such as bike trains.

Since these programs began in 2005, they have awarded a total of 561³ Safe Routes to School and Pedestrian/Bicyclist Program projects, of which 405 (72 percent) have been completed. An additional 156 projects are underway, including the 65 projects selected for the 2023- 2025 cycle. In the history of the programs, only seven projects have been cancelled.

WSDOT evaluation has found that, after locations receive SRTS and PBP projects, there are fewer serious or fatal crashes involving pedestrians and bicyclists and more students walking, biking and rolling to and from school than before.

In the following sections we provide information on each program's purpose, a summary updating the status of previously funded projects, and the prioritized projects we recommend funding in 2025-27. We provide details on the application process in Appendix C, and a detailed list of past projects with status updates in Appendix A.



Expanding technical assistance and supporting new applicants

In 2021 the Legislature directed WSDOT to identify barriers to participation in SRTS and PBP that potential applicants experience. Recommendations in our [2021 report](#) to address those barriers led WSDOT to propose a capacity-building initiative. We described this effort in the [2022 report](#) and proposed two projects, one each under the SRTS and PBP, to begin this work.

A proviso in the 2023-25 budget also directed WSDOT to “re-evaluate the criteria [for SRTS and PBP] to increase geographic diversity of jurisdictions consistent with the requirements of the HEAL act.” WSDOT has acted on that directive through updates to the overall selection process described in Appendix C and by implementing the capacity-building initiative.

This capacity-building effort, now called the Active Transportation Assistance Program (ATAP), works to identify and address the transportation needs of vulnerable populations in overburdened communities. Its purpose is to build capacity among local and tribal partners to support the development of SRTS and PBP projects in high equity needs areas. The program is described in greater detail following the SRTS and PBP prioritized project lists.

³ Four projects were later combined into two projects.

2024 call for projects

Review criteria and geographic diversity

WSDOT staff review applications to the SRTS and PBP Programs for safety, equity, mobility, deliverability, value, project quality and geographic diversity. Geographic diversity was added to the criteria to address the proviso requirement mentioned above. Weighting of criteria varies by project type: infrastructure, development/design-only, or education and encouragement.

Ten recommended projects have not had a previous or recent award; these represent 17.85 percent of the 56 projects prioritized for funding.

Environmental justice and equity in prioritized projects

For the 2025-2027 SRTS/PBP grant cycles WSDOT increased the weighting for equity criteria to 25 percent for infrastructure projects. Safety and equity together make up 65 percent of the total 100 percent consideration.

Of the 56 projects that prioritized above the anticipated funding level from the two programs, 36 (64 percent) are located in an overburdened community. These projects would utilize 71 percent of the anticipated funding investments from all sources. Calculations are based on known requested amounts. Of the 36, 6 projects (10.7 percent) would be awarded to tribal governments.⁴ This includes two projects in the Active Transportation Assistance Program.

Both SRTS and PBP recommended projects far exceed the minimum requirement of 35 percent of funding serving overburdened communities and vulnerable populations and also exceed the goal of 40 percent. Appendix B provides an analysis of how recommended projects meet the requirements for investments in overburdened communities under Move Ahead Washington and the equity funding goal established in the Active Transportation Plan.

Research has shown that safety outcomes and equity are strongly related both nationwide and in Washington state, which is one reason that consideration for equity is a priority for the PBP and SRTS programs. The state Active Transportation Plan published in 2021 analyzed a decade's worth of data examining patterns of serious injury and fatal crashes across the state. A [Vulnerable Road User Safety Assessment](#) WSDOT completed in 2023 updated and reinforced the findings.

Applications received and prioritized projects

In the 2025-27 funding cycle currently under consideration, 108 Safe Routes to School projects with a total request of \$164.176 million were evaluated. For the Pedestrian/Bicyclist Program 98 projects were evaluated with a total request for \$213.006 million. Funding requests in these 206 proposed projects total \$377.182 million.

Based on projected state and federal funding from all sources, WSDOT has prioritized 24 projects for the Pedestrian/Bicyclist Program and 32 projects for Safe Routes to School for the anticipated combined funding of \$105.9 million.

Even if investments in active transportation didn't create so many co-benefits, these investments benefit all of us directly. Everyone is a pedestrian at some point in every trip we make. No matter where or when we travel to work or school, reach transit, shop along Main Street, or greet our neighbors at a community event, we begin and end our trips walking or rolling. When someone talks about needing a multimodal transportation system, they're talking about a system that works for you at every stage of your journey and every age and stage of life.

⁴ These percentages are calculated for all projects regardless of which funding source ultimately would be awarded. The goals for awards to overburdened communities and tribal projects are specific requirements for projects funded under the Climate Commitment Act.

The figures below show requested and received funding for Safe Routes to School and the Pedestrian/ Bicyclist Program since the programs' creation in 2005. These programs have always been very popular with more requests than available funding and increasing requests in each cycle. WSDOT's conversations with agencies suggest that

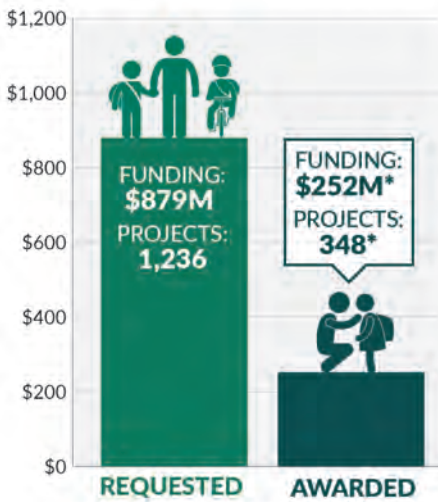
a drop in the totals in this cycle most likely reflect a struggle with capacity at many agencies, as opposed to declining need.

WSDOT analyzes these programs both separately and together since many projects are eligible for both programs.

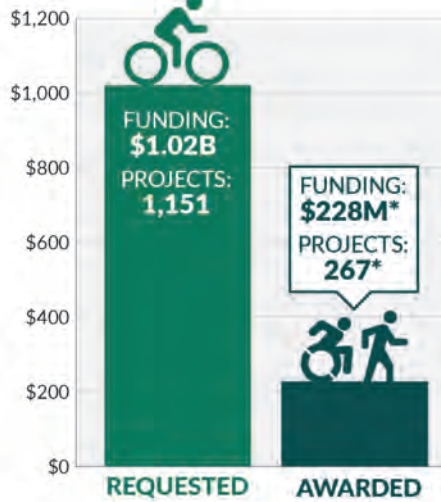
Safe Routes to School Program & Pedestrian/Bicyclist Program – 2005-2007 to 2023-2025 bienna

DOLLARS IN MILLIONS

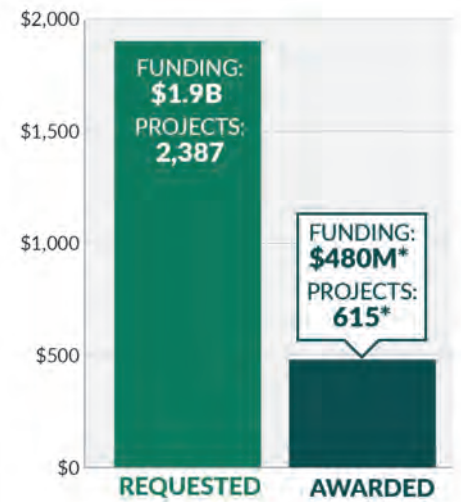
SAFE ROUTES TO SCHOOL PROGRAM



PEDESTRIAN/BICYCLIST PROGRAM

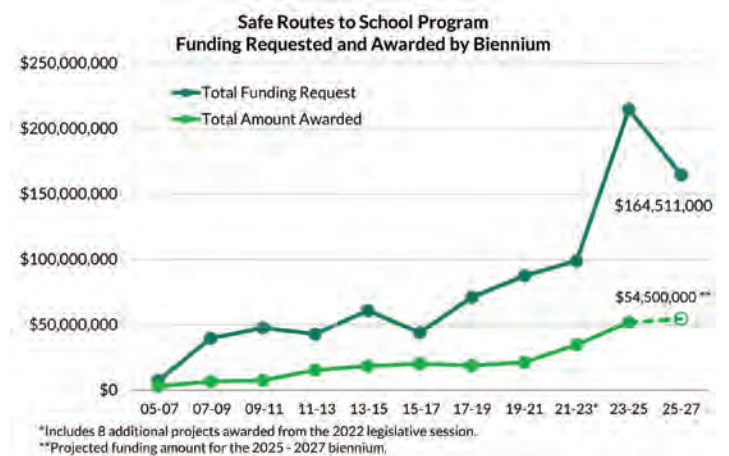
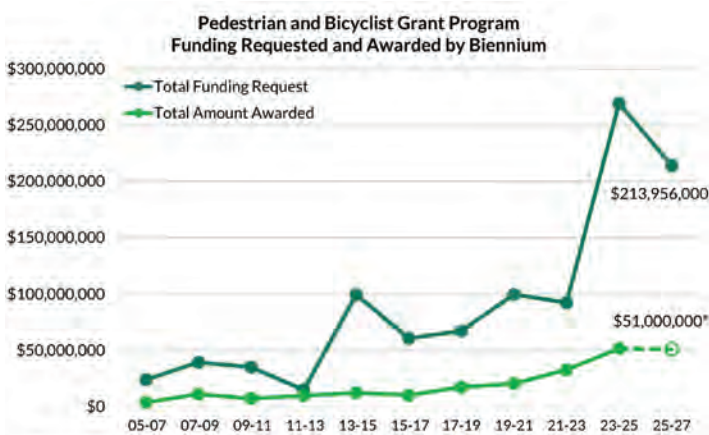


BOTH PROGRAMS



*Includes an anticipated funding amount of \$54.5 million for 32 Safe Routes to School projects and \$51 million for 24 Pedestrian/Bicyclist Program projects in the 2025-27 biennium.

Funding requested and awarded by biennium for the Pedestrian and Bicyclist Program (left) and Safe Routes to School Program (right).



SAFE ROUTES TO SCHOOL

Overview

Since 2005 the Safe Routes to School program has been improving the safety and mobility of children by enabling and encouraging them to walk, roll, and bicycle to school. The purpose of the Safe Routes to School Program as established in [RCW 47.04.300](#) is to:

- Enable/encourage children to walk, roll and bicycle to school.
- Make bicycling and walking safer.
- Facilitate the planning, development, and implementation of projects and activities that improve safety and reduce traffic in the vicinity of schools.

The program provides funding for infrastructure projects within two miles of a school serving children in kindergarten through 12th grade. It can fund design-only projects that allow agencies the opportunity to engage with communities and interested parties. The purpose of this phase is to develop and design projects that are well-received and appeal to a wide range of users. Education and encouragement activities are also eligible for funding.

COMMUNITY HIGHLIGHT: EXPANDING PATHS, EXPANDING ACCESS IN BREMERTON

The Kitsap Way Elementary School Safe Routes to Schools project in Bremerton gained strong community support because it directly addressed safety and accessibility challenges for Kitsap Lake Elementary School, where the existing road leading up to the school, Harlow Drive, had substandard shoulders and narrow lanes. The project included installing a 10-foot side path, Rectangular Rapid Flashing Beacons (RRFB), raised crosswalks, and ADA accommodations up to the school entrance. These improvements created a safer and more accessible route for students, making walking, biking and rolling to school a viable option for more families. This initiative not only enhanced student safety but also aligned with the community's active transportation goals by fostering healthier, sustainable travel habits.

Kitsap Lake Elementary SRTS Project 1



Kitsap Lake Elementary SRTS Project 2



Project status

This report provides data on the most recent ten-year period between 2013 and today.

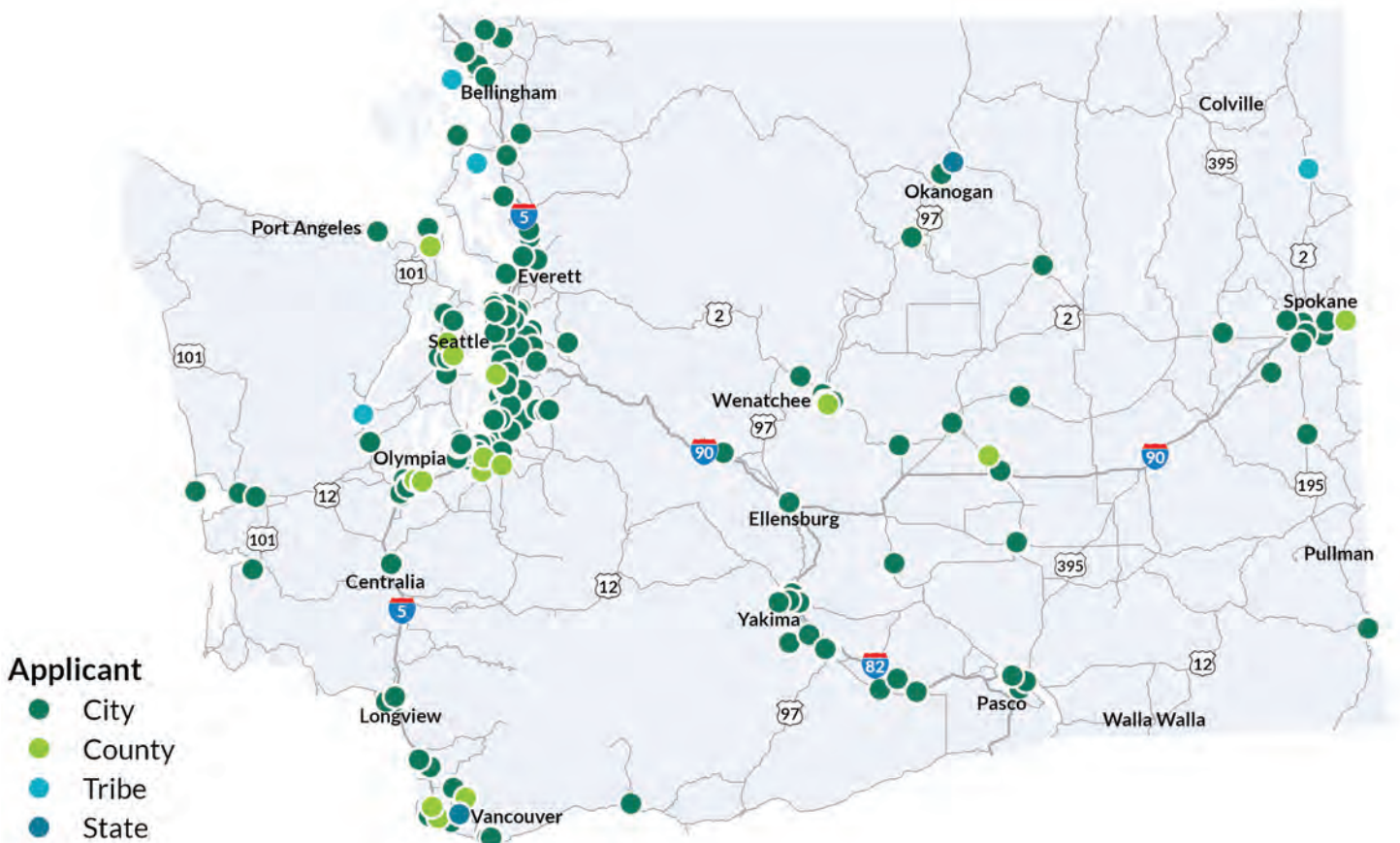
In the last year 9 SRTS projects have been completed. There are currently 75 projects underway, and 12 have been awarded funding and are awaiting initiation. These are among the 220 projects awarded between 2013 and 2023, which also includes the 124 projects that have been reported as complete in previous reports. More information is available in Appendix A.

2025-27 Prioritized Projects

For 2025-27, an anticipated two-thirds of funding for SRTS projects would come from Climate Commitment Act (CCA) revenues (\$34 million, 62.38 percent); the balance comes from federal funds (\$12 million, 22 percent) and the multimodal account (\$8.5 million, 15.59 percent).

Of the 108 projects in the prioritized list, 32 are above the projected funding level of \$54.5 million. Approximately 50 percent (16 of 32) SRTS projects above the funding line (61 percent of the total projected funding level) would serve overburdened communities. More information about this is available in Table 10 in Appendix B.

Projects funded by the Safe Routes to School Program from 2013 to 2024.



COMMUNITY HIGHLIGHT: BETTER CROSSINGS FOR STUDENTS OF ALL AGES

Being able to walk, bike and roll to and from school can make life much easier for students of all ages. But until recently, students at Green Park Elementary School and Whitman College using active transportation along Isaacs Avenue in Walla Walla faced significant exposure to vehicular traffic and potential likelihood of a serious crash while traveling.

The pavement along Isaacs Avenue, a primary arterial passing through and adjacent to these schools, was failing. The avenue's collision rate was nearly triple the statewide average for its classification, with multiple fatal or serious injury crashes happening along its length. The four-lane avenue lacked bike lanes and ADA ramps at many intersections, had narrow sidewalks and was poorly lit. It was inefficiently controlled by traffic signals operating in split phases, and timed operations that lacked pedestrian and vehicle detection. In a statistically valid survey, citizens identified Isaacs Avenue as their second highest priority for street improvements.

Thanks to Safe Routes to School investments, Isaacs Avenue operates much differently today. Walla Walla added bike lanes, improved lighting, established corridor-wide ADA compliance, constructed 11 pedestrian refuge islands and three rectangular rapid flashing beacons (RRFBs), partnered with Walla Walla Public Schools to construct a school bus loop separating bus and parent pick-up and drop off, eliminated a railroad crossing, and partnered with Valley Transit to construct a bus pull-out at their highest volume stop on the corridor.

The reconfigured three-lane road improved public safety by reducing collisions by almost one third while reducing traffic signal delays and travel time by 12 to 14 percent.

“The Issacs Avenue Reconstruction project’s innumerable positive impacts will continue to serve our city for many years to come,” said Frank Nicholson, principal engineer for the City of Walla Walla. “The City of Walla Walla is proud of the sustainable and community-focused decisions that went into designing and constructing this capital improvement project.”

Walla Walla – Isaacs Avenue Improvements Project 1



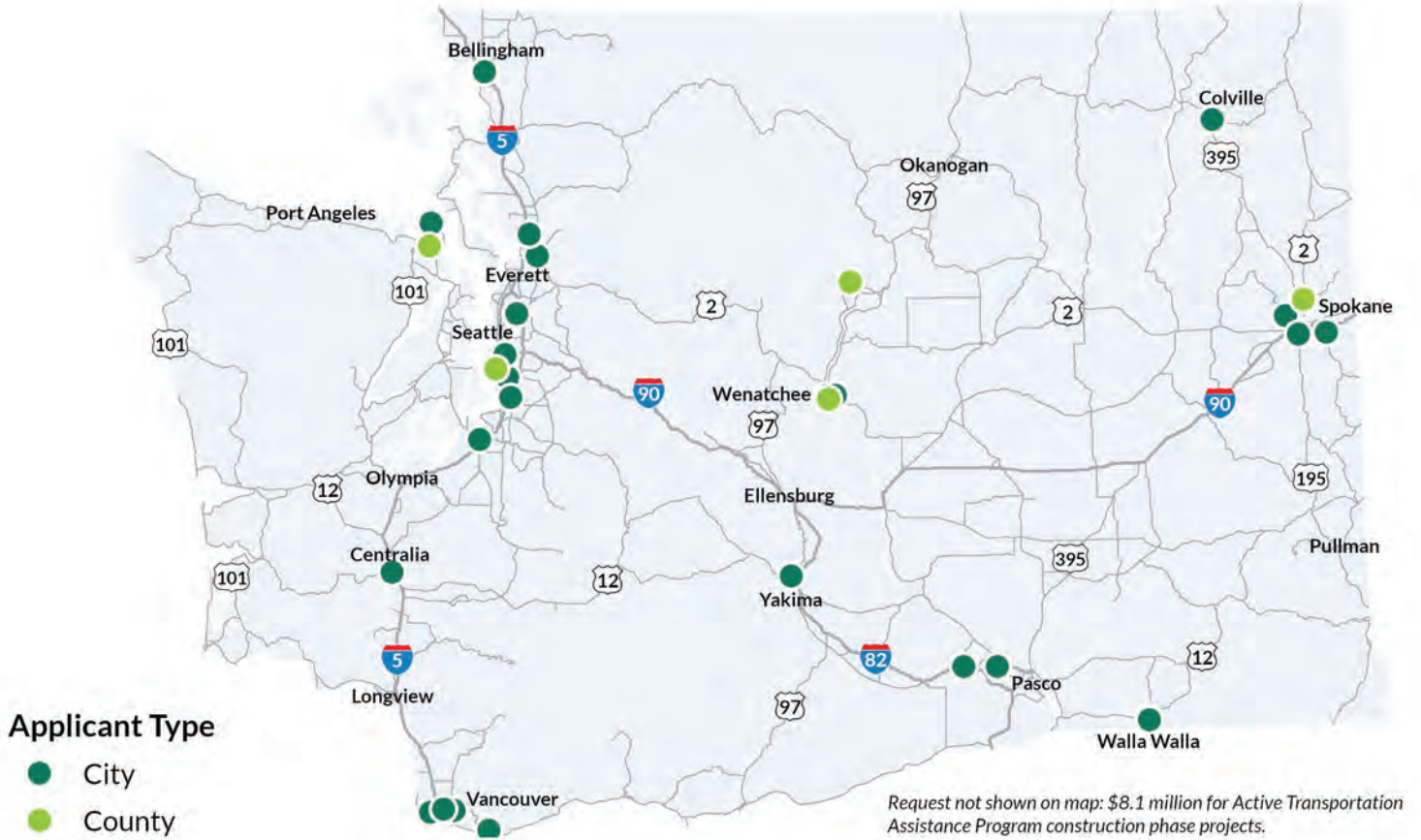
Walla Walla – Isaacs Avenue Improvements Project 2




Safe Routes to School proposed project locations

The map below shows the location of the 32 Safe Routes to School Program proposed projects above the projected funding level.

Proposed projects above the projected funding level for the Safe Routes to School Program in the 2025-27 biennium.



Safe Routes to School proposed project list

The table below lists the 108 prioritized projects for the SRTS Program. The green-shaded rows  show the 32 projects above the estimated funding level. Projects are identified as benefitting an overburdened community according to the approach established in executive order 24.11.⁵

In each cycle to date WSDOT has identified more shovel-worthy projects than can fit within estimated


funding levels. In this report 10 projects “below the line” are indicated in a lighter shade of gray , indicating that they received site reviews and arrived at a final proposal that merits funding if additional revenues become available. If additional funding were identified beyond that level, WSDOT staff would conduct site visits or additional review for projects further down the list; this might result in project adjustments and updated cost estimates. Amounts in the table are rounded to the nearest \$1,000.

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
WSDOT Active Transportation Assistance Program	TBD	Active Transportation Assistance Program Construction Phase Projects; may Include Raymond, Walla Walla County, Puyallup and others TBD	TBD	Yes	\$8,149,000	\$8,149,000
Seattle	37	Renton Ave S Sidewalk & Neighborhood Greenway	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, Lane Width Reduction, Speed Hump or Speed Cushions, Reduced Curb Radii, Stop Line at Controlled Crosswalks, Stop Signs, ADA Curb Ramps, Bicycle Boulevard, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer, Sidepath, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Safe Routes to School Safety Education Classes/Trainings	Yes	\$5,550,000	\$13,699,000

⁵ Executive order 24.11 defines a uniform approach for identifying overburdened communities and vulnerable populations. These locations are identified in a [mapping tool](#) with a composite of map layers depicting census tracts ranking 9 or 10 on the Washington State Department of Health Environmental Health Disparities map, areas characterized as disadvantaged on the federal Climate Economic Justice Screening Tool, and census tracts that are fully or partially on Indian Country as defined in 18 U.S.C. Sec. 1151.

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Spokane Valley	4, 9	Arterial Schools Crossings SRTS Project	Lane Width Reduction, Chokers, Pedestrian Refuge Islands, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals	Yes	\$1,192,000	\$14,891,000
Lake Stevens	39	91st Avenue SE Pedestrian and Bicycle Improvements	High-Visibility Crosswalks, School or Playground 20-mph Speed Zone, Speed Limit Reduction, Speed Cushions, ADA Curb Ramps, Lane Width Reduction, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidepath	No	\$800,000	\$15,691,000
Chelan County	12	CRP689 So. Wenatchee Pedestrian, Phase III SRTS Design Project	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$210,000	\$15,901,000
Chelan County	12	Manson Area SRTS Development Project	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$310,000	\$16,211,000
Spokane	3	Sacajawea Middle SRTS	Lane Width Reduction, Road Reconfiguration, Curb Extension, Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacon, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Buffered Bike Lane	No	\$1,799,000	\$18,010,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Tacoma	29	Stewart Middle School SRTS Project	Lane Width Reduction, Road Reconfiguration, Median Diverter for Multi-stage Crossing, Neighborhood Traffic Circles, Speed Hump or Speed Cushions, Reduced Corner Radii, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Pedestrian Countdown Signals, Prohibit Turn On Red, Pedestrians/Bicyclist Half Signal, Leading Pedestrian Interval, Bike-Signal Face, Bike Detection at Traffic Signals, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bicycle Boulevard, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/Trainings, Shared-Use Path	Yes	\$2,043,000	\$20,053,000
Benton City	16	Horne Drive/ SR225 Sidewalk Installation Project	Speed Feedback Signs, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Safety Education Classes/Trainings	No	\$1,248,000	\$21,301,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Colville	7	Ft. Colville Elementary Non-Motorized Gaps SRTS Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, ADA Curb Ramps, Sidewalk without Buffer, Shared-use Path, Roundabout, Raised Intersection, Curb Extensions	Yes	\$1,342,000	\$22,643,000
College Place	16	Davis Elementary School Area SRTS Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Road Reconfiguration, Curb Extensions, Stop Line at Uncontrolled Crosswalks, Stop Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Pedestrian Refuge Island	No	\$1,535,000	\$24,178,000
Bellingham	40	Potter Street Roundabout and Pedestrian Improvements at Lincoln Street	Roundabout with Pedestrian/ Bicyclist Facilities and Crossings, Sidepath, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/ Trainings	No	\$950,000	\$25,128,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
East Wenatchee	7	N Kentucky Ave SRTS	Lane Width Reduction, Curb Extensions, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk with Buffer, Rectangular Rapid Flashing Beacons, Speed feedback signs	Yes	\$2,294,000	\$27,422,000
Kent	33	64th Avenue S and S 236th Street Intersection Improvements	Lane Width Reduction, Road Reconfiguration, Pedestrian Refuge Islands, Curb Extensions, Roundabout with Pedestrian/ Bicyclist Facilities and Crossings, High-visibility Crosswalks, In-street "Stop for Pedestrian" Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Buffered Bike Lanes	Yes	\$3,000,000	\$30,422,000
Jefferson County	24	Chimacum School Campus - West Valley Road Sidepath SRTS Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Pedestrian Signal w/ Countdown, Speed Feedback Sign, High-visibility Crosswalk, Stop Line at Controlled Crosswalks, Stop Line at Uncontrolled Crosswalks, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramp Retrofit, Sidepath, Road reconfiguration, Bike lane	No	\$998,000	\$31,420,000
Richland	8, 16	Safe Routes to School Improvements	20 MPH Speed Zone Designation and Signs for Residential and/ or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Raised Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps	Yes	\$3,034,000	\$34,454,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Vancouver	49	Image Elementary School Pedestrian Crossing Improvements	High-visibility Crosswalk, Stop Line at Uncontrolled Crosswalks, In-street "Stop for Pedestrian" Signs, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, Curb Extension	No	\$292,000	\$34,746,000
Kenmore	1	NE 155th St Ped-Bike Project-West	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Sign, Lane Width Reduction, Reduced Curb Radii, Curb Extensions, "Turning Vehicles Stop for Pedestrians" Signs, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bike Lanes, Separated Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer	No	\$1,646,000	\$36,392,000
Vancouver	49	Lincoln Elementary School Crossing Improvements	High-visibility Crosswalk, Stop Line at Uncontrolled Crosswalks, Rectangular Rapid Flashing Beacon, ADA Curb Ramps, Accessible Pedestrian Signals	No	\$215,000	\$36,607,000
Tukwila	11	46th Ave S Safe Routes to School	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$521,000	\$37,128,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Port Townsend	24	Port Townsend's Healthy Neighborhoods and Safe Routes to School Outreach, Study and Implementation Plan	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$350,000	\$37,478,000
Spokane	3, 6	Flett Middle School SRTS	Lane Width Reduction, Road Reconfiguration, Pedestrian Refuge Island, Curb Extensions, Pedestrian Countdown Signal, Rectangular Rapid Flashing Beacons, Full Traffic Signal, Leading Pedestrian Interval, Pedestrian Signal Phase Separated from Left-turn "Protected" Phase, Bike Detection at Traffic Signals, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Buffered Bike Lanes, Sidewalk with Buffer	No	\$2,307,000	\$39,785,000
Chehalis	20	James W. Lintott Elementary School, Orin C. Smith Elementary School, Chehalis Middle School, WF West High School, & Turning Point Alternative High School SRTS Project	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, Speed Feedback Signs, Lane Width Reduction, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, ADA Curb Ramps, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities	No	\$1,751,000	\$41,536,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
College Place	16	City of College Place: Sager Middle School Safe Routes to School Project Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, Speed Feedback Signs, Lane Width Reduction, Road Reconfiguration, Raised Crosswalk, Pedestrian Refuge Island, Physical Barriers to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalk, Stop Line at Controlled Crosswalks, Pedestrian Countdown Signals, Stop Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Safety Education Classes/Trainings	Yes	\$1,568,000	\$43,104,000
Kenmore	1	NE 155th St Ped-Bike Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Sign, Lane Width Reduction, Reduced Curb Radii, Curb Extensions, Stop Line at Controlled Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Buffered Bike Lanes, Separated Bike Lanes, Bicycle Wayfinding Signs and Markings, Separated Walkway with Linear Stormwater Treatment	No	\$2,805,000	\$45,909,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Washougal	17	39th Street Sidewalk Design	Lane Width Reduction, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Buffered Bike Lanes, Sidewalk without Buffer, Sidewalk with Buffer, Safe Routes to School Safety Education Classes/ Trainings, Speed Feedback Sign, Speed Hump or Speed Cushions	No	\$2,063,000	\$47,972,000
Selah	15	Home Avenue Sidewalk Gaps Improvement Project	High-visibility Crosswalk, Sidepath, Lane Width Reduction, 20-mph speed zone designation and signs	No	\$727,000	\$48,699,000
Spokane County	6	Creekside Elementary School Safe Routes to School Pedestrian Improvements	Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer, 20 mph School Zone Beacons	No	\$940,000	\$49,639,000
Wenatchee	12	Lincoln Elementary Methow Ferry Crossing SRTS Project	Chokers, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps	Yes	\$856,000	\$50,495,000
Vancouver	49	Walnut Grove Elementary School Sidewalk and Pedestrian Crossing Improvements SRTS	High-visibility Crosswalk, Stop Line at Controlled Crosswalks, Prohibit Turn-on-Red, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer, Speed Cushions	Yes	\$1,801,000	\$52,296,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Marysville	38	Pinewood (84th ST NE) Safe Routes to School Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Lane Width Reduction, Bike Lanes, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	No	\$1,082,000	\$53,378,000
King County	34	12th Ave. SW Sidewalk SRTS Project	Reduced Curb Radii, Curb Extensions, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s)	Yes	\$782,000	\$54,160,000
Sumner	31	Main St Crossings	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$300,000	\$54,460,000
Chelan County	12	CRP752 School Street Pedestrian Improvement Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Lane Width Reduction, Road Reconfiguration, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer	No	\$945,000	\$55,405,000
Outdoors for All Foundation	11, 34, 36, 37, 41, 43	Inclusive Access to Bike and Pedestrian Safety Education in Seattle Public Schools	Safe Routes to School Safety Education Classes/ Trainings	Yes	\$308,000	\$55,713,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Fife	27	62nd Ave E Sidewalk Improvements	Sidewalk without Buffer	Yes	\$388,000	\$56,101,000
Cle Elum	13	Stafford Avenue Sidewalk and SR 903 Speed Camera	Automated Traffic Safety Camera, Physical Barrier to Restrict Parking Near Crossings, ADA Curb Ramp, Sidewalk without Buffer	No	\$222,000	\$56,323,000
Sequim	24	N 3rd Avenue Sidewalk & Bike Lanes Improvements	Crosswalk Markings, Bike Ramps, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk with Buffer, Safe Routes to School Walking School Bus and/or Bike Train	Yes	\$4,533,000	\$60,856,000
Pierce County	29	Safe Routes to School - B St E	ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$1,640,000	\$62,496,000
Spokane Valley	4	S. Sullivan Sidewalk Infill and PHB Crossing SRTS Project	High-visibility Crosswalk, Stop Line at Controlled Crosswalk, Pedestrian Countdown Signal, Pedestrian Hybrid Beacon, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Sidewalk without Buffer	Yes	\$764,000	\$63,260,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Confederated Tribes of the Colville Reservation	7	Schoolhouse Loop Road Phase 2	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, In-street "Stop for Pedestrian" Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk, Raised Intersection	Yes	\$2,105,000	\$65,365,000
Pierce County	29	Safe Routes to School - 104th St E	ADA Curb Ramps, Bike Lanes, Sidewalk Without Buffer, Pedestrian or Bicyclist Railroad Crossing	Yes	\$1,532,000	\$66,897,000
Pasco	8	Argent Road and Court Street Pedestrian Crossings	Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Line at Uncontrolled Crosswalks, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer	No	\$928,000	\$67,825,000
Prosser	15	Alexander Court Phase 1	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, Stop Line at Controlled Crosswalks, Stop Signs, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities	Yes	\$375,000	\$68,200,000
Spokane	6	Shiloh Hills Elementary SRTS	Lane Width Reduction, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps	Yes	\$1,551,000	\$69,751,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Wenatchee	12	Pioneer Middle School – Russell Street Crossing SRTS	Pedestrian Refuge Island, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, ADA Curb Ramps	Yes	\$462,000	\$70,213,000
Bothell	1	224th St SW Sidewalk and Crossing Improvements SRTS Project	High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk with Buffer	No	\$1,500,000	\$71,713,000
Chelan	12	Chelan Schools Pedestrian Safety Project at Farnham-Webster	Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk with Buffer	Yes	\$268,000	\$71,981,000
Wenatchee	12	Wenatchee High School Miller St-Stevens St Crossing	High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Sign, Rectangular Rapid Flashing Beacons, ADA Curb Ramps	Yes	\$545,000	\$72,526,000
Mattawa	13	Priest Rapids Drive Sidewalk Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, High-visibility Crosswalks, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Walk or Bike to School Event(s)	Yes	\$841,000	\$73,367,000
Monroe	12	West Main Sidewalk Connection and Monroe School District Education, Outreach, and Partnership	ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	No	\$800,000	\$74,167,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Sammamish	5	SE Issaquah-Fall City Road: Endeavor Elementary School to SE Duthie Hill Rd	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Road Reconfiguration, High-visibility Crosswalk, Stop Line at a Controlled Crosswalk, Pedestrian Countdown Signals, Full Traffic Signal, Pedestrian-only Phase, Pedestrian and Bicyclist Crossing Illumination, Accessible Pedestrian Signals, Bike Lanes, Sidewalk without Buffer	No	\$2,400,000	\$76,567,000
Sunnyside	14	Washington Elementary School, Sunnyside High School, Harrison Middle School, Chief Kamiakin Elementary School, and Pioneer Elementary School Curb Ramp Reconstruction SRTS Project	High-visibility Crosswalks, ADA Curb Ramps	Yes	\$590,000	\$77,157,000
Cascade Bicycle Club		Statewide Safe Routes to School Bike and Pedestrian Safety Education	Safe Routes to School Safety Education Classes/Trainings	Yes	\$12,167,000	\$89,324,000
Bothell	1	124th Ave NE Sidewalk Improvements SRTS Project	Sidewalk with Buffer, Safe Routes to School Encouragement Activities	No	\$1,000,000	\$90,324,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Edmonds	21	80th Ave. W Walkway	Lane Width Reduction, High-visibility Crosswalk, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer (6 ft. minimum), Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/Trainings	No	\$4,500,000	\$94,824,000
Everett	38	Evergreen Way at 79th – ADA Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Sign, Rectangular Rapid Flashing Beacons, Pedestrian Traffic Signals, Full Traffic Signals, Leading Pedestrian Intervals, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	Yes	\$1,335,000	\$96,159,000
Leavenworth	12	Pine Street/ Chumstick Roundabout & Pine Street Corridor SRTS Project	Raised Intersection, Curb Extension, Roundabout with Pedestrian/ Bicyclist Facilities and Crossings, High-visibility Crosswalk, Stop Line at a Controlled Crosswalk, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer, Sidepath	No	\$4,634,000	\$100,793,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Puyallup	25	12th St NW and 3rd Ave NW Intersection Crossing Improvements	Lane Width Reduction, Road Reconfiguration, Chokers, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	Yes	\$390,000	\$101,183,000
La Center	20	Pacific Highway Shared Use Path	Shared-Use Path	No	\$2,126,000	\$103,309,000
Airway Heights	6	King Street & 10th Avenue Sidewalk	Lane Width Reduction, Curb Extension, High-visibility Crosswalk, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk without Buffer, Sidewalk with Buffer, Sidepath	Yes	\$1,283,000	\$104,592,000
Clark County	18, 20	Chinook, Alki, and Skyview Schools Sidewalks and Safety Improvements	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Road Reconfiguration, Pedestrian Refuge Islands, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk with Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities	No	\$1,150,000	\$105,742,000
Pierce County	25	Safe Routes to School - 128th St E	Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$4,400,000	\$110,142,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Enumclaw	5	SR 169 Thunder Mountain MS Safe Route to School	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Lane Width Reduction, Reduced Curb Radii, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Pedestrian Countdown Signals, Flashing Stop Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Shared-use Path	No	\$1,594,000	\$111,736,000
Zillah	15	2nd Avenue Sidewalk Gaps and School Traffic Calming	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Sidewalk without Buffer	Yes	\$374,000	\$112,110,000
Bothell	1	130th PI NE & 132nd Ave NE Sidewalk and Crossing Improvements SRTS Project	High-visibility Crosswalks, Stop Line at Controlled Crosswalks, ADA Curb Ramps, Sidewalk with Buffer	No	\$1,530,000	\$113,640,000
Kelso	19	17th/Allen St SRTS 2024	Stop Line at Uncontrolled Crosswalks, In-street "Stop for Pedestrian" Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Illumination	No	\$309,000	\$113,949,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Othello	9	Othello High School - 4th, 7th, Juniper & Hemlock Safety Improvements	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Sign, High-visibility Crosswalks, Pedestrian Traffic Signals, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	Yes	\$1,317,000	\$115,266,000
Snohomish County	21	18th Ave Sidewalk	Reduced Curb Radii, ADA Curb Ramps, Sidewalk with Buffer	No	\$347,000	\$115,613,000
Vancouver Public Schools	49, 18, 17	Bike Safety VPS: Vancouver iTech, VSAA and Jason Lee Middle School	Purchase Bicycle Fleet	Yes	\$25,000	\$115,638,000
Woodinville	1	132nd Ave NE Sidewalk and Buffered Bike Lane Improvements - Woodinville Section	Lane Width Reduction, High-visibility Crosswalk, ADA Curb Ramps, Buffered Bike Lane, Sidewalk with Buffer	No	\$871,000	\$116,509,000
Index	12	West Index pedestrian SRTS Project	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Sign, Lane Width Reduction, Chicanes, Raised Crosswalks, High-visibility Crosswalks, In-street "Stop for Pedestrian" Signs, Bicycle Boulevard	No	\$225,000	\$116,734,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Kittitas	13	Kittitas School District Okanogan St. and Seventh Ave. Improvements	Raised Crosswalk, Stop Line at an Uncontrolled Crosswalk, Stop Sign, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Sidewalk with Buffer, 1 Safe Routes to School Walk or Bike to School Event(s)	No	\$1,378,000	\$118,112,000
Marysville	38	Sunnyside Elem – Sunnyside Blvd. (3800 Block to 4000 Block) Safe Routes to School Project	Speed Feedback Signs, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	Yes	\$542,000	\$118,654,000
Wenatchee	7, 12	Lewis & Clark Elementary - Springwater RRFB Crossing SRTS	Rectangular Rapid Flashing Beacon, ADA Curb Ramp	No	\$274,000	\$118,928,000
Edmonds	32	Robin Hood Lane Walkway	High-visibility Crosswalk, Stop Line at Controlled Crosswalks, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/Trainings	No	\$4,300,000	\$123,228,000
Port Angeles	24	Stevens Middle School Safe Routes to School	High-visibility Crosswalk, Stop Signs, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Separated Walkway with Linear Stormwater Treatment	Yes	\$1,930,000	\$125,158,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Wenatchee	12	Lincoln Elementary School - Okanogan Sidewalk Gaps SRTS	Speed Feedback Sign, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, ADA Curb Ramps, Sidewalk with Buffer	Yes	\$1,787,000	\$126,945,000
Yakima	14, 15	S. 16th Ave and W. Mead Ave. I/S - Signalization and Pedestrian Improvements	High-visibility Crosswalks, Pedestrian Countdown Signals, Full Traffic Signals, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramp, Accessible Pedestrian Signals, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s)	Yes	\$1,970,000	\$128,915,000
Kitsap County	23	West Kingston - bridge to middle school	Stop Line at an Uncontrolled Crosswalk, ADA Curb Ramps, Sidewalk without Buffer	Yes	\$2,196,000	\$131,111,000
Covington	47	180th Ave SE - School and Park Pathway	Separated Walkway with Linear Stormwater Treatment	No	\$520,000	\$131,631,000
Marysville	38	Sunnyside Elem - Sunnyside Blvd. Safe Routes to School Project	Speed Feedback Signs, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	Yes	\$907,000	\$132,538,000
Evergreen Public Schools	17	Pacific Middle and Harmony Elementary Crosswalk Improvement Project	Speed Feedback Signs, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Accessible Pedestrian Signals, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities	No	\$264,000	\$132,802,000
Wenatchee	12	Washington Elementary Elliott-Castlerock Crossing SRTS	Chokers, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps	No	\$689,000	\$133,491,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Yakima	15	Zier Road Sidewalk Improvements	High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s)	Yes	\$1,477,000	\$134,968,000
Anacortes	40	Anacortes Central Schools Sidewalk-Road Safety Improvement SRTS Project	Chokers, Curb Extensions, High-visibility Crosswalks, Stop Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk with Buffer	No	\$2,075,000	\$137,043,000
Bothell	1	5th Ave W Sidewalk and Crossing Improvements SRTS Project	High-visibility Crosswalks, Stop Line at a Controlled Crosswalk, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Encouragement Activities	No	\$2,100,000	\$139,143,000
McCleary	19	McCleary School Sidewalk - W Hemlock St	Reduced Curb Radii, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at a Controlled Crosswalk, Stop Line at an Uncontrolled Crosswalk, ADA Curb Ramps, Sidewalk without Buffer	No	\$558,000	\$139,701,000
Woodinville	1	124th Ave NE Sidewalk SRTS Project	Rectangular Rapid Flashing Beacon, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$1,200,000	\$140,901,000
Mukilteo	21	8TH DR and 11TH ST Sidewalk Extension SRTS Project	Reduced Curb Radii, High-visibility Crosswalks, Stop Line at an Uncontrolled Crosswalk, "Turning Vehicles Stop for Pedestrians" Signs, Stop Sign, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk without Buffer	No	\$2,324,000	\$143,225,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Spokane Valley	4	Greenacres Elementary - 4th Ave. Sidewalk Infill SRTS Project	Curb Extensions, ADA Curb Ramps, Sidewalk without Buffer	Yes	\$1,300,000	\$144,525,000
Granger	14	Granger SRTS Development/ Design Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Road Reconfiguration, High-visibility Crosswalks, Stop Line at a Controlled Crosswalk, In-street "Stop for Pedestrian" Signs, Flashing Stop Signs, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/ Trainings	Yes	\$868,000	\$145,393,000
Mount Vernon	10	Blackburn Rd and Cleveland Ave Improvements SRTS Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Speed Feedback Signs, Lane Width Reduction, Reduced Curb Radii, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, ADA Curb Ramps, Sidewalk without Buffer	Yes	\$352,000	\$145,745,000
Reardan	9	Highway 2 at Aspen, Birch & Cedar Streets Curb Extension and Crosswalk Enhancement SRTS Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination	Yes	\$993,000	\$146,738,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Clark County	18	Felida Schools Sidewalks and Safety Improvements, Vicinity of NW 119th Street	1 School or Playground 20-mph Speed Zone with Flashing Beacons and Signage,1 Pedestrian Refuge Island,1 RRFB,19 ADA Curb Ramp Retrofit,3351 Feet of Bike Lanes,3351 Feet of Sidewalk with Buffer (5 ft. minimum),1 Safe Routes to School Walk or Bike to School Event(s),1 Safe Routes to School Encouragement Activities	No	\$2,800,000	\$149,538,000
College Place	16	Walla Walla Valley Academy / Rogers Adventist School Safe Routes to School Project	Road Reconfiguration, Curb Extensions, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train	No	\$985,000	\$150,523,000
Sumner	31	Gary St and Meade McCumber Rd E Sidewalk Gaps	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	No	\$99,000	\$150,622,000
Toppenish	14	Goldendale Avenue Sidewalk Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Stop Line at Controlled Crosswalks, Rectangular Rapid Flashing Beacon, ADA Curb Ramps, Sidewalk without Buffer, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Encouragement Activities	Yes	\$517,000	\$151,139,000
Lake Stevens	39	117th Avenue NE Pedestrian and Bicycle Improvements	High-visibility Crosswalks, Stop Line at Uncontrolled Crosswalks, ADA Curb Ramps, Shared-Use Path	No	\$800,000	\$151,939,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Bainbridge Island	23	Bucklin Hill Road Non-Motorized Improvements SRTS Project	Raised Crosswalk, High-visibility Crosswalk, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Accessible Pedestrian Signals, Sidepath, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Safety Education Classes/Trainings	No	\$760,000	\$152,699,000
Spokane County	6	Meadow Ridge Elementary School Safe Routes to School Pedestrian Improvements	20 MPH Speed Zone Designation and Signs for Residential and/or Business Districts, Reduced Curb Radii, Curb Extensions, High-visibility Crosswalk, Pedestrian and Bicyclist Illumination at the Crossing or Intersection, ADA Curb Ramps, Sidewalk without Buffer	No	\$709,000	\$153,408,000
Wilbur	9	Highway 2 Sidewalk Gaps, Curb Extensions & Crosswalk Enhancements SRTS Project	Curb Extensions, High-visibility Crosswalks, Pedestrian and Bicyclist Segment Illumination, Sidewalk without Buffer	Yes	\$700,000	\$154,108,000
Pierce County	26	Safe Routes to School - 40th St NW	Rectangular Rapid Flashing Beacons, Bicyclist Illumination at the Crossing or Intersection, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$5,817,000	\$159,925,000
Coulee City	13	Walnut Street Pedestrian Improvements	Raised Crosswalk, High-visibility Crosswalks, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Walking School Bus and/or Bike Train	Yes	\$1,035,000	\$160,960,000

Table 1: Safe Routes to School Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Nespelem	7	SR 155 Pedestrian Improvements	High-visibility Crosswalks, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer, Safe Routes to School Walk or Bike to School Event(s)	Yes	\$757,000	\$161,717,000
Kennewick	8	10th Ave. Sidewalk	Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$489,000	\$162,206,000
Feet First		WA Youth Leadership in SRTS Program	Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Safe Routes to School Encouragement Activities, Safe Routes to School Safety Education Classes/Trainings	No	\$470,000	\$162,676,000
*Shoreline	32	Linden Ave N Sidewalk and Sharrows - SRTS	Lane Width Reduction, Reduced Curb Radii, Curb Extensions, High-visibility Crosswalk, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer	No	\$1,500,000	\$164,176,000

* Asterisk indicates project funded from another source or applicant request to remove project from consideration

COMMUNITY HIGHLIGHT: A CRITICAL CONNECTOR IN TACOMA

For people traveling in Tacoma's downtown core, the new Fawcett Avenue bicycle boulevard provides a critical north/south connector. The project, funded through the Pedestrian/Bicyclist Program and running between South 19th and South 21st Streets, offers a safe and comfortable active transportation route linking housing, jobs, local businesses, employers and the University of Washington Tacoma campus. The City of Tacoma was able to extend the Fawcett Avenue bicycle boulevard across South 21st Street with a hybrid pedestrian beacon (HAWK) at the intersection of S. 21st Street and Fawcett Avenue. The intersection improvements include

a concrete median diverter with bicyclist and pedestrian crossings, HAWK beacon, pedestrian push buttons, and ADA ramps. The project also included improvements along South 21st St between Tacoma Ave and Jefferson Ave – including adding missing link sidewalks and ADA curb ramps. "I am excited to see this investment in our downtown core," said Tacoma City Council Member Sarah Rumbaugh. "I am thrilled that so many of the investments in this project directly connect with what the people who live, work, and learn in this area say is needed for the neighborhood to feel safer and more welcoming."



PEDESTRIAN/BICYCLIST PROGRAM

Overview

The PBP has provided funding for project development and construction of active transportation projects for the last 19 years. The purpose of the Pedestrian/Bicyclist Program as defined in RCW [47.04.430](#) is to:

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Build connected low stress walk and bike networks.
- Increase walking and biking.

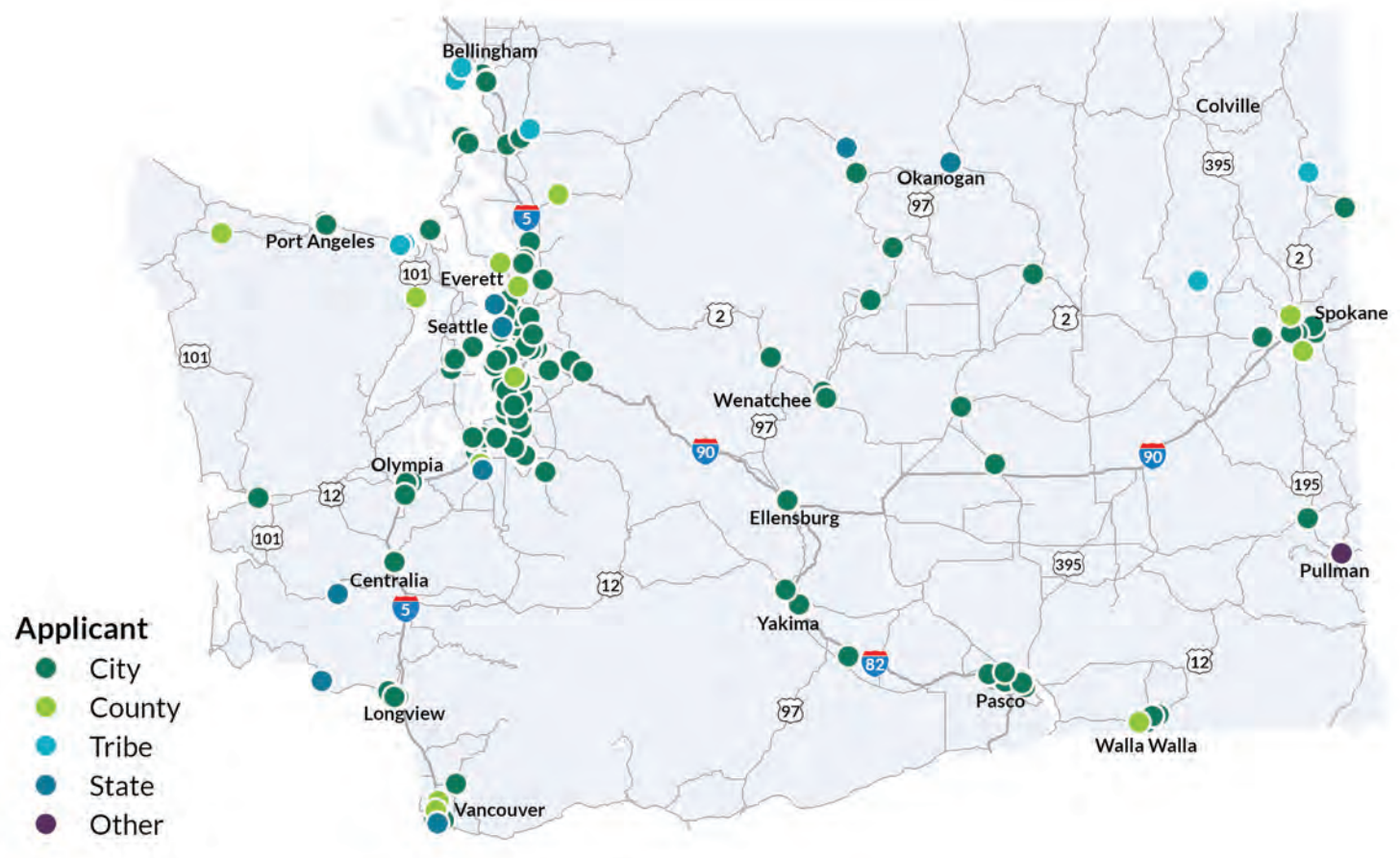
The program includes two types of eligible projects: construction projects that may include preliminary engineering, and design-only projects. The design-only projects allow agencies the opportunity to engage

with communities and interested groups to develop and design projects that are well-received and appeal to a wide range of users.

Project status

This report provides data on the most recent ten-year period between 2013 and 2023. In the last year, 12 PBP projects have been completed. There are currently 58 projects underway, and 12 have been awarded funding and are awaiting initiation. These are among the 156 projects awarded between 2013 and 2023, which also includes 74 projects that have been reported as complete in previous reports. More information is available in Appendix A.

Projects funded by the Pedestrian and Bicyclist Program from 2013 to 2024.



2025-27 Prioritized Projects

For 2025-27, a little more than half of funding for PBP projects comes from Climate Commitment Act revenues (\$27.5 million, 53.5 percent); the balance comes from the multimodal account (\$23.9 million, 46.5 percent).

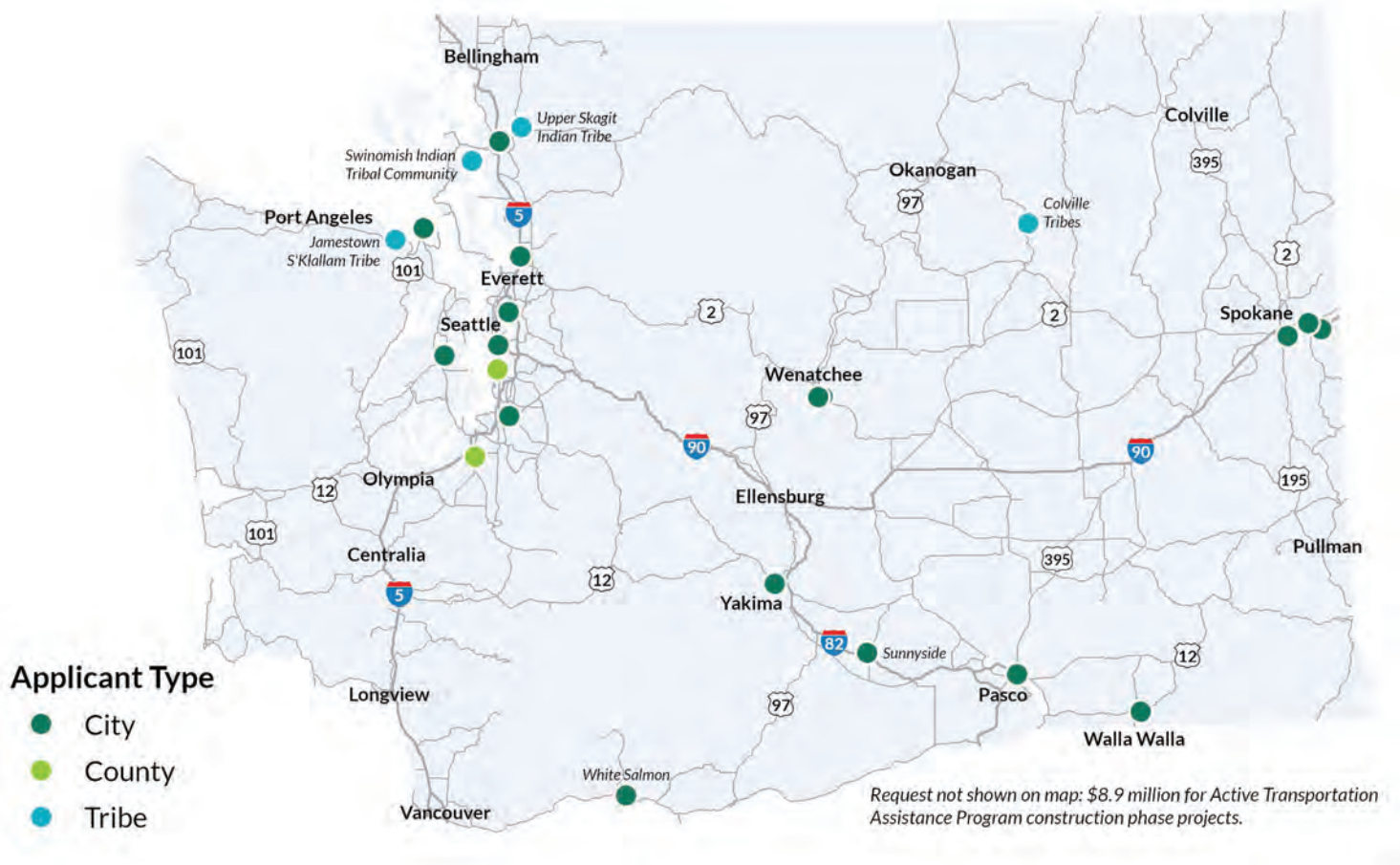
Of the 98 proposed projects in the prioritized list, 24 are above the projected funding level of \$51.4 million. Approximately 83 percent (20 of 24) of PBP projects above the funding line (82 percent of the total projected funding level) would serve overburdened communities. One quarter or 25 percent (6 of 24) of

PBP would be awarded to tribal government projects, comprising about 20% of the projected PBP funding. This does not include the two projects in the Active Transportation Assistance Program. More information about funding to overburdened communities is available in Table 10 in Appendix B.


Pedestrian/Bicyclist Program proposed project locations

The map below shows the location of the 24 Pedestrian/Bicyclist Program proposed projects that are above the projected funding level.

Proposed projects above the projected funding level for the Pedestrian/Bicyclist Program in the 2025 - 2027 biennium.



Pedestrian/Bicyclist Program proposed project list

The table below shows the 98 prioritized projects for the Pedestrian/Bicyclist Program. The green-shaded rows  show the 24 projects above the estimated funding level. Projects are identified as benefitting an overburdened community according to the approach established in executive order 24.11.

In each cycle to date WSDOT has identified more shovel-worthy projects than can fit within estimated


funding levels. In this report four projects “below the line” are shaded a lighter gray , indicating that they received site reviews and arrived at a final proposal that merits funding if additional revenues become available. If additional funding were identified beyond that level, WSDOT staff would conduct site visits or additional review for projects further down the list; this might result in project adjustments and updated cost estimates. Amounts in the table are rounded to the nearest \$1,000.

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
WSDOT Active Transportation Assistance Program	TBD	Active Transportation Assistance Program Construction Phase Projects; may include Benton County, Cowlitz Indian Tribe, Richland, Swinomish Tribe and others TBD	TBD	Yes	\$8,882,000	\$8,882,000
Seattle	37, 43	Central Area Neighborhood Greenway Connections	20 MPH Speed Zone Designation and Signs, Speed Humps/Cushions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, Prohibit Turn-on-Red, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Bicycle Boulevard, Bicycle Wayfinding Signs and Markings	Yes	\$5,151,000	\$14,033,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Pasco	14	Clark Street Improvements	Lane Width Reduction, Road Reconfiguration, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Signs, Leading Pedestrian Interval, Bicycle Intersection Crossing Markings, Two-stage Bicycle Turn Box, ADA Curb Ramps, Separated Bike Lane	Yes	\$1,793,000	\$15,826,000
Pierce County	29	'C' Street South Development/ Design PBP Project	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	Yes	\$350,000	\$16,176,000
Everett	38	Pedestrian Safety Project: Sievers-Duecy Blvd and East Marine View Drive	Pedestrian Refuge Islands, Physical Barrier to Restrict Parking Near Crossings, High-visibility Crosswalks, ADA Curb Ramp Retrofits	Yes	\$1,286,000	\$17,462,000
Auburn	47	Downtown Bike to Transit (10th Street NE/NW)	Road Reconfiguration, Pedestrian Refuge Islands, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Leading Pedestrian Intervals, Pedestrian Signal Phase Separated from Left-turn "Protected" Phase, Bike Detection at Traffic Signals, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Bike Lanes, Buffered Bike Lanes, Bicycle Wayfinding Signs and Markings	Yes	\$1,924,000	\$19,386,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Upper Skagit Indian Tribe	39	Coyote Drive Pedestrian Safety Improvement Project	20 MPH Speed Zone Designation and Signs, Lane Width Reduction, Raised Crosswalks, Curb Extensions, Stop Sign, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer, Shared-use Path, Bicycle Boulevard	Yes	\$632,000	\$20,018,000
King County Parks	11, 34	Green River Trail North Extension	Road Reconfiguration, Reduced Curb Radii, Physical Barriers to Restrict Parking Near Crossings, Roundabout, Stop Line at an Uncontrolled Crosswalks, ADA Curb Ramps, Accessible Pedestrian Signals, Bicycle detected when illuminated sign, advance bike detection, Sidepath	Yes	\$2,350,000	\$22,368,000
White Salmon	17	Skyline Drive and SR141 Pedestrian Improvements	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	Yes	\$173,000	\$22,541,000
Confederated Tribes of the Colville Reservation	7	Pedestrian Lighting Near Nespelem Community Center	Roundabout, High-visibility Crosswalks, Sidewalk without Buffer	Yes	\$3,196,000	\$25,737,000
Wenatchee	12	Ferry St Bicycle Corridor Development Design PBP	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	Yes	\$307,000	\$26,044,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Walla Walla	16	Poplar Street	Lane Width Reduction, Road Reconfiguration, Chicane, Reduced Curb Radii, 1 Pedestrian Refuge Island, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, In-street “Stop for Pedestrian” Signs, Pedestrian Countdown Signals, Stop Signs, Rectangular Rapid Flashing Beacons, Full Traffic Signal, Pedestrian Signal Phases Separated from Left-turn “Protected” Phase, Bike Detection at Traffic Signals, Bike Detection Confirmation Light and Signage, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bike Lanes, Buffered Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer	No	\$1,555,000	\$27,599,000
Spokane	3	29th Avenue Restripe	Lane Width Reduction, Road Reconfiguration, Curb Extensions, Stop Line at Controlled Crosswalk, Full Traffic Signal, Pedestrian Hybrid Beacon, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bike Lanes	Yes	\$3,661,000	\$31,260,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Bremerton	26	6th Street Active Transportation Improvements	Speed Feedback Signs, Pedestrian Refuge Islands, High-visibility Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Rectangular Rapid Flashing Beacons, Leading Pedestrian Intervals, Bike Detection at Traffic Signals, Bicycle Intersection Crossing Markings, Bicycle Boxes, Pedestrian and Bicyclist Illumination at the Crossings, Bike Lanes, Buffered Bike Lanes, Separated Bike Lanes, Median Diverter	No	\$3,160,000	\$34,420,000
Jamestown S'Klallam Tribe	24	Olympic Discovery Trail Development Design Only	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, Safety Analysis, 60% design	Yes	\$229,000	\$34,649,000
Burlington	40	SR20 Nonmotorized & Safety Improvements	Speed Feedback Signs, Lane Width Reduction, Pedestrian Refuge Islands, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer, Shared-use Path, Pedestrian and Bicyclist Dedicated Counter, Pedestrian or Bicyclist Railroad Crossing	Yes	\$3,395,000	\$38,044,000
Sunnyside	14	Yakima Valley Highway Development/ Design PBP Project	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	Yes	\$880,000	\$38,924,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Swinomish Indian Tribal Community	10	Swinomish Village Sidewalk Gaps	Lane Width Reduction, Reduced Curb Radii, Curb Extension, High-visibility Crosswalk, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Separated Bike Lane, Sidewalk without Buffer, Shared-use Path, Bicycle wayfinding	Yes	\$1,372,000	\$40,296,000
Port Townsend	24	SR20 Bike and Pedestrian Safety Project	Lane Width Reduction, High-visibility Crosswalks, Raised Crosswalk, Pedestrian Signal, Bicycle Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Buffered Bike Lane, Sidewalk without Buffer, Sidewalk with Buffer	Yes	\$1,234,000	\$41,530,000
East Wenatchee	7	5th Street NE Multimodal & Safety Improvements	20-mph School Speed Zone with Flashing Beacons and Signage, Speed Feedback Sign, Lane Width Reduction, Reduced curb radii, Full traffic signal, Pedestrian Countdown Signals, Leading Pedestrian Intervals, Bike Detection at Traffic Signal, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Shared-use Path, Pedestrian/Bicyclist canal crossing	Yes	\$3,620,000	\$45,150,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Spokane Valley	4	Arterial Crossings at Mansfield, Appleway PBP Project	Lane Width Reduction, Pedestrian Refuge Islands, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps	Yes	\$285,000	\$45,435,000
Kenmore	1	NE 175th ST Pedestrian Bicycle Improvements	Speed Feedback Signs, Lane Width Reduction, Stop Line at Controlled Crosswalks, "Turning Vehicles Stop for Pedestrians" Sign, Stop Sign, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Buffered Bike Lane, 750 Sidewalk with Buffer	No	\$2,625,000	\$48,060,000
Yakima	15	Wendy Baker Shared-Use Path	High-visibility Crosswalk, Stop Line at Uncontrolled Crosswalks, Rectangular Rapid Flashing Beacons, Bicycle Intersection Crossing Markings, Bicycle Wayfinding Signs and Markings, Shared-use Path	No	\$1,400,000	\$49,460,000
Spokane Valley	4	Barker Rd. Roundabout at 8th Ave. PBP Project	Road Reconfiguration, Chicanes, Pedestrian Refuge Island, Roundabout, Pedestrian and Bicyclist Illumination at the Crossing or Intersection, ADA Curb Ramps, Shared-use Path	Yes	\$1,665,000	\$51,125,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Kenmore	1	80th Ave NE Pedestrian/Bicycle Project	Speed Feedback Signs, Lane Width Reduction, Curb Extensions, Raised Intersection, Raised Crosswalk, High-visibility Crosswalks, Stop Line at Controlled Crosswalk, "Turning Vehicles Stop for Pedestrians" Sign, Rectangular Rapid Flashing Beacons, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, Buffered Bike Lanes, Separated Bike Lanes, Sidewalk without Buffer	No	\$3,207,000	\$54,332,000
Kitsap County	23	Suquamish/Augusta – South St. to Winfred	Speed Feedback Sign, High-visibility Crosswalks, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	Yes	\$4,664,000	\$58,996,000
Toppenish	14	Washington Avenue Sidewalks and Curb Extension PBP Project	Lane Width Reduction, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, Pedestrian Countdown Signals, Full Traffic Signal, Pedestrian Signal Phases Separated from Left-turn "Protected" Phase, ADA Curb Ramps, Sidewalk without Buffer	Yes	\$1,766,000	\$60,762,000
Kent	33	Reith Road Sidepath	Speed Feedback Sign, Lane Width Reduction, Physical Barrier to Restrict Parking Near Crossing, Pedestrian and Bicyclist Crossing Illumination, Sidepath	Yes	\$3,000,000	\$63,762,000
Edgewood	31	Interurban Trail Phase III (Jovita Canyon)	Road Reconfiguration, Raised Crosswalks, Physical Barriers to Restrict Parking Near Crossings, High-visibility Crosswalks, Rectangular Rapid Flashing Beacon, ADA Curb Ramps, Shared-use Path	Yes	\$3,000,000	\$66,762,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Kelso	19	KHS Allen St PBP 2024	Speed Feedback Signs, Lane Width Reduction, Road Reconfiguration, Reduced Curb Radii, Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalks, Stop Line at Uncontrolled Crosswalks, In-street “Stop for Pedestrian” Signs, ADA Curb Ramps, Buffered Bike Lanes, Sidewalk without Buffer, Separated Walkway with Linear Stormwater Treatment	No	\$2,906,000	\$69,668,000
Vancouver	17	SE McGillivray Boulevard Safety and Mobility Improvements PBP	Lane Width Reduction, Road Reconfiguration, Chicanes, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacon, Bicycle Intersection Crossing Markings, Bicycle Boxes, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Separated Bike Lane, Bicycle Wayfinding Signs and Markings, Separated Walkway with Linear Stormwater Treatment, Sidepath	Yes	\$2,179,000	\$71,847,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Duvall	45	3rd Avenue Reconstruction Project	Speed Feedback Signs, Lane Width Reduction, Reduced Curb Radii, Physical Barriers to Restrict Parking Near Crossings, Curb Extensions, Roundabouts, High-visibility Crosswalks, Stop Lines at a Controlled Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signal, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer, Sidepath	No	\$2,500,000	\$74,347,000
Tukwila	11	S 152nd St PBP	Feet Lane Width Reduction, Raised Crosswalk, High-visibility Crosswalk, Stop Line at Controlled Crosswalk, Flashing Stop Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk without Buffer, Shared-use Path	Yes	\$5,227,000	\$79,574,000
Pasco	14	Columbia Street Improvements	Lane Width Reduction, Road Reconfiguration, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, Stop Signs, Bicycle Intersection Crossing Markings, ADA Curb Ramps, Separated Bike Lane, Sidewalk with Buffer	Yes	\$1,457,000	\$81,031,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Port Angeles	24	Lincoln Street Safety Project	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Pedestrian Refuge Islands, Curb Extensions, High-visibility Crosswalks, Leading Pedestrian Interval, ADA Curb Ramps, Accessible Pedestrian Signal, Bike Lanes, Buffered Bike Lanes, Separated Bike Lane, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer	Yes	\$2,709,000	\$83,740,000
Jefferson County	24	Rick Tollefson Trail - Phase II, Ballfield Connection and Old Hadlock Road Realignment PBP Project	Road Reconfiguration, High-visibility Crosswalk, In-street "Stop for Pedestrian" Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Shared-use Path	No	\$752,000	\$84,492,000
Sequim	24	Washington Street Intersection Pedestrian Improvements	High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, Pedestrian Countdown Signals, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	Yes	\$720,000	\$85,212,000
Kenmore	1	73rd Ave NE Pedestrian and Bicycle Project	Speed Feedback Signs, Lane Width Reduction, Chokers, Raised Crosswalk, Reduced Curb Radii, Protected Intersections, High-visibility Crosswalks, Stop Line at an Uncontrolled Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Rectangular Rapid Flashing Beacons, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, Bike Lanes, Separated Bike Lane, Sidewalk with Buffer	No	\$4,999,000	\$90,211,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Cle Elum	13	Park Street Pedestrian Corridor Feasibility Study PBP Project	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	No	\$53,000	\$90,264,000
Lynnwood	32	44th Ave West Underpass Pedestrian and Bicycle Improvement Project	Reduced Curb Radii, Stop Line at a Controlled Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Pedestrian Countdown Signals, Full Traffic Signal, Leading Pedestrian Intervals, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Shared-use Path	Yes	\$2,000,000	\$92,264,000
Bingen	17	Alder and Cedar Street Pedestrian Improvements	Curb Extensions, Stop Line at a Controlled Crosswalks, Stop Signs, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer	Yes	\$1,091,000	\$93,355,000
King County	37	Rainier Ave. S. Separated Bike Lane PBP Project	Speed Feedback Sign, Road Reconfiguration, Chokers, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, Pedestrian Countdown Signal, Leading Pedestrian Interval, Pedestrian Signal Phase Separated from Left-turn "Protected" Phase, Bike Detection at Traffic Signals, Bike Detection Confirmation Light and Signage, Leading Bicycle Interval, Bicycle Intersection Crossing Markings, Bicycle Box, Two-stage Bicycle Turn Box, ADA Curb Ramps, Accessible Pedestrian Signals, Buffered Bike Lane, Separated Bike Lane	Yes	\$1,466,000	\$94,821,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Sammamish	41, 45	NE Inglewood Hill Rd Sidewalk Gap Completion	Speed Feedback Signs, Road Reconfiguration, In-street “Stop for Pedestrian” Signs, ADA Curb Ramps, Bike Lanes, Bicycle Wayfinding Signs and Markings, Separated Walkway with Linear Stormwater Treatment, Sidepath	No	\$600,000	\$95,421,000
Seattle	32	Greenwood Ave North Pedestrian Safety Improvements	Road Reconfiguration, Reduced Curb Radii, Physical Barrier to Restrict Parking Near Crossings, Curb Extension, High-visibility Crosswalk, Stop Line at a Controlled Crosswalk, Pedestrian Countdown Signals, Half Signal for Pedestrians and Bicyclists, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	No	\$5,000,000	\$100,421,000
Lakewood	28	Phillips Rd SW - Roadway Shared Use Bicycle Lane and Sidewalk Treatment	Bike Lanes, Sidewalk without Buffer	Yes	\$875,000	\$101,296,000
WSDOT North Central Region	7	US 97: 12 Tribes Casino to Dayton Street Shared Use Path	Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Shared-use Path, Pedestrian/Bicyclist Railroad Crossing	Yes	\$4,078,000	\$105,374,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Clark County	18	NE Covington Road Pedestrian Crossing Improvements	Automated Traffic Safety Camera, Pedestrian Refuge Island, Physical Barrier to Restrict Parking Near Crossings, High-visibility Crosswalks , Stop Line at Controlled Crosswalks, Pedestrian Countdown Signals, Pedestrian Hybrid Beacon, Leading Pedestrian Intervals, Pedestrian-only Phases, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bicycle Boulevard, Separated Bike Lane, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Shared-use Path	Yes	\$900,000	\$106,274,000
Klickitat County	17	Fairgrounds Road Sidewalk Project	Speed Feedback Sign, Lane Width Reduction, High-visibility Crosswalk, Sidewalk without Buffer	Yes	\$600,000	\$106,874,000
Naches	15	4th Street Traffic Calming and Safety Improvements	20 MPH Speed Zone Designation and Signs, Lane Width Reduction, Road Reconfiguration, Median Diverter for Multi-stage Crossing, Neighborhood Traffic Circles, Pedestrian Refuge Island, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, Stop Line at a Controlled Crosswalks, ADA Curb Ramps, Sidewalk without Buffer, Sidewalk with Buffer	No	\$560,000	\$107,434,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Cle Elum	13	Second Street Pathway Final Phase PBP Project	Lane Width Reduction, Physical Barrier to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, In-street “Stop for Pedestrian” Signs, Stop Signs, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Shared-use Path	No	\$1,610,000	\$109,044,000
Twisp	7	East Gateway/ SR 20 Multimodal Development & Design	Community Engagement, Surveying, Right of Way Analysis, Environmental Analysis, Multimodal Analysis, 60% design	Yes	\$399,000	\$109,443,000
Bellingham	40, 42	Meador Ave/ Lincoln Street Multimodal Improvements between James Street and Fraser Street/ Infrastructure PBP	Lane Width Reduction, Road Reconfiguration, Pedestrian Refuge Island, Roundabout, High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bicycle Wayfinding Signs and Markings, Shared-use Path	No	\$950,000	\$110,393,000
Tieton	15	North Tieton Road Sidewalk Improvements	High-visibility Crosswalk, Stop Line at Controlled Crosswalk, Sidewalk without Buffer	Yes	\$802,000	\$111,195,000
Snohomish County	1	North Creek Trail Phase 2: Waxen Road to 183 St SE	High-visibility Crosswalks, Stop Signs, ADA Curb Ramps, Shared-use Path	No	\$3,000,000	\$114,195,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Bonney Lake	31	Angeline Road-Veterans Memorial Drive Shared Use Path	Chicanes, Roundabout, High-visibility Crosswalk, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Shared-use Path	No	\$2,000,000	\$116,195,000
College Place	16	City of College Place: SE 12th Street (College to Myra) Complete Street Corridor Retrofit Engineering	Complete Street Corridor Preliminary Engineering	No	\$849,000	\$117,044,000
Anacortes	40	Commercial Avenue Pedestrian and Multimodal Improvements: 13th Street to 34th Street	Lane Width Reduction, Road Reconfiguration, ADA Curb Ramps, Bike Lanes	Yes	\$1,120,000	\$118,164,000
Spokane	6	Haven Street from Hoffman to Nebraska	20 MPH Speed Zone Designation and Signs, Lane Width Reduction, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps	Yes	\$4,276,000	\$122,440,000
Bellevue	41	South Bellevue Station Neighborhood Improvements: SE 34th St & 112th Ave SE	Lane Width Reduction, Speed Humps/Cushions, Reduced Curb Radii, High-visibility Crosswalk, Stop Sign, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer	No	\$700,000	\$123,140,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Kent	33	Willis Street and Meeker Street Multimodal Connections for SR 516	Speed Feedback Sign, High-visibility Crosswalk, Stop Line at a Controlled Crosswalk, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Sidewalk with Buffer, Sidepath	Yes	\$1,900,000	\$125,040,000
WSDOT Olympic Region	31	SR 99 Pedestrian Improvements Phase 2	Shared-use Path	Yes	\$5,056,000	\$130,096,000
WSDOT Olympic Region	2, 35	SR 507 at Tenino Trail Crossing Improvements	Lane Width Reduction, High-visibility Crosswalk, Rectangular Rapid Flashing Beacons	No	\$474,000	\$130,570,000
Pasco	16	I-182/ Broadmoor Blvd Ped/Bike Overpass	High-visibility Crosswalk, "Turning Vehicles Stop for Pedestrians" Sign, Pedestrian/Bicyclist Overpass, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramp, Separated Bike Lane, Bicycle Wayfinding Signs and Markings, Separated Walkway with Linear Stormwater Treatment, Shared-use Path	No	\$8,219,000	\$138,789,000
Wenatchee	12	Bridge St Multimodal Corridor Improvements PBP Project	Road Reconfiguration, Curb Extensions, High-visibility Crosswalks, Stop Line at Uncontrolled Crosswalks, "Turning Vehicles Stop for Pedestrians" Sign, Stop Signs, Rectangular Rapid Flashing Beacons, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Separated Bike Lanes, Sidewalk with Buffer	Yes	\$1,674,000	\$140,463,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Kenmore	1	84th Ave NE Pedestrian Bicycle Improvements	Speed Feedback Signs, Lane Width Reduction, Reduced Curb Radii, Curb Extension, Stop Line at a Controlled Crosswalks, "Turning Vehicles Stop for Pedestrians" Signs, Stop Signs, Bicycle Intersection Crossing Markings, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Separated Bike Lane, Sidewalk with Buffer	No	\$2,904,000	\$143,367,000
Edmonds	32	236th St. SW Walkway	Reduced Curb Radii, Curb Extensions, Flashing Stop Sign, ADA Curb Ramps, Sidewalk with Buffer	No	\$2,400,000	\$145,767,000
Island County	10	Clinton to Ken's Corner Trail	Raised Crosswalks, Physical Barriers to Restrict Parking Near Crossings, Curb Extensions, High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, Stop Line at an Uncontrolled Crosswalks, Stop Signs, Pedestrian/Bicyclist Overpass, ADA Curb Ramps, Shared-use Path	No	\$10,500,000	\$156,267,000
Sumner	31	Rivergrove Community Pedestrian Bridge	Curb Extensions, High-visibility Crosswalks, Stop Line at Controlled Crosswalk, Stop Sign, Pedestrian/Bicyclist Overpass, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Sidewalk with Buffer, Shared-use Path	No	\$10,800,000	\$167,067,000
Chelan	12	City of Chelan Apple Blossom Multiuse Trail Project	ADA Curb Ramps, Shared-use Path	Yes	\$2,195,000	\$169,262,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Lake Stevens	39	117th Avenue NE Pedestrian and Bicycle Improvements	High-visibility Crosswalks, Stop Line at an Uncontrolled Crosswalks, ADA Curb Ramps, Sidepath	No	\$800,000	\$170,062,000
WSDOT Olympic Region	31	SR 165 through Wilkeson Pedestrian Crossing Improvements	Raised Crosswalks, High-visibility Crosswalk, Rectangular Rapid Flashing Beacons	No	\$556,000	\$170,618,000
Lake Stevens	39	91st Avenue SE Pedestrian and Bicycle Improvements	High-visibility Crosswalks, ADA Curb Ramps, Sidepath	No	\$800,000	\$171,418,000
Spokane County	9	Crestline Street Sidewalks PBP Project	Lane Width Reduction, Reduced Curb Radii, Pedestrian Refuge Island, High-visibility Crosswalk, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	No	\$1,163,000	\$172,581,000
Union Gap	14	Wide Hollow Creek Pathway Accessibility Improvements	Median Diverter for Multi-stage Crossing, Pedestrian Refuge Island, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Sidewalk without Buffer, Sidewalk with Buffer	Yes	\$400,000	\$172,981,000
WSDOT Olympic Region	31	SR 99 Pedestrian Improvements Phase 1	Pedestrian Refuge Island, High-visibility Crosswalk, Pedestrian Countdown Signals, Pedestrian Traffic Signal, Pedestrian-only Phase, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk without Buffer	Yes	\$6,846,000	\$179,827,000
Chewelah	7	Chewelah to Mistequa Ped/Bike Connector	Stop Sign, Bicycle Intersection Crossing Markings, Shared-use	Yes	\$2,287,000	\$182,114,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Tekoa	9	SR27 Sidewalk Addition	Speed Feedback Sign, Stop Line at Uncontrolled Crosswalk, ADA Curb Ramps, Sidewalk without Buffer	Yes	\$1,240,000	\$183,354,000
Coulee City	13	Walnut Street Pedestrian Improvements	Raised Crosswalk, High-visibility Crosswalks, ADA Curb Ramps, Sidewalk with Buffer	Yes	\$1,035,000	\$184,389,000
WSDOT South Central Region	16	SR 240/Airport Way - Shared Use Extension	Stop Line at a Controlled Crosswalks, Pedestrian Countdown Signals, Full Traffic Signals, Leading Pedestrian Intervals, Pedestrian Signal Phases Separated from Left-turn "Protected" Phase, ADA Curb Ramps, Accessible Pedestrian Signals	No	\$1,380,000	\$185,769,000
Shoreline	32	N 175th Street Corridor Improvements	School or Playground 20-mph Speed Zone with Flashing Beacons and Signage, Lane Width Reduction, Road Reconfiguration, Pedestrian Refuge Islands, Protected Intersection, High-visibility Crosswalks, Stop Line at a Controlled Crosswalks, Pedestrian Countdown Signals, Stop Signs, Pedestrian Hybrid Beacons, Pedestrian Signal Phases Separated from Left-turn "Protected" Phase, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bike Lanes, Buffered Bike Lanes, Separated Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer, Sidepath	No	\$2,000,000	\$187,769,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
WSDOT Olympic Region	26	SR 302 through Purdy Shared Use Path	Lane Width Reduction, Road Reconfiguration, Roundabout, ADA Curb Ramps, Shared-use Path	No	\$5,812,000	\$193,581,000
Washougal	17	27th Street Shared Use Path Project - Construction	Speed Feedback Signs, Lane Width Reduction, High-visibility Crosswalks, Stop Line at Uncontrolled Crosswalk, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Shared-use Path	No	\$800,000	\$194,381,000
Clark County	18	Highway 99 Sidewalk	Automated Traffic Safety Camera, Stop Line at a Controlled Crosswalks, Pedestrian Countdown Signals, Leading Pedestrian Intervals, Bicycle Intersection Crossing Markings, ADA Curb Ramps, Accessible Pedestrian Signals, Bike, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer	No	\$750,000	\$195,131,000
College Place	16	City of College Place: SE Tamaurson Rd Complete Street Completion Project	Speed Feedback Signs, Lane Width Reduction, Road Reconfiguration, Stop Line at an Uncontrolled Crosswalk, Flashing Stop Sign, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramp, Bike Lanes, Bicycle Wayfinding Signs and Markings, Sidewalk with Buffer	Yes	\$648,000	\$195,779,000
Covington	47	SE Wax Road Sidewalk Gap Completion	Separated Walkway with Stormwater Treatment	No	\$367,000	\$196,146,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Edmonds	21, 32	Westgate Intersection Bicycle Improvements	Stop Line at a Controlled Crosswalk, Pedestrian Countdown Signals, Full Traffic Signal, Leading Pedestrian Intervals, Bike Detection at Traffic Signals, ADA Curb Ramps, Accessible Pedestrian Signals, Bike Lanes, Sidewalk without Buffer, Sidewalk with Buffer	No	\$4,200,000	\$200,346,000
Pierce County	29	159th Street East/South Sidewalks & Bike Lanes PBP Project	School or Playground 20-mph Speed Zones with Flashing Beacons and Signage, High-visibility Crosswalk, Stop Line at a Controlled Crosswalks, Pedestrian Countdown Signals, Stop Signs, Full Traffic Signals, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Bike Lanes, Sidewalk without Buffer, Sidewalk with Buffer	No	\$1,500,000	\$201,846,000
Kennewick	8	4th Ave. to Edison St. Pathway	High-visibility Crosswalk, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Shared-use Path	Yes	\$721,000	\$202,567,000
Marysville	39	83rd Ave NE (7600 Block) Pedestrian & Bicycle Improvement Project	Speed Feedback Signs, Road Reconfiguration, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidewalk with Buffer	No	\$428,000	\$202,995,000
Moxee	15	Blossom Drive Sidewalk Link	Lane Width Reduction, High-visibility Crosswalk, Stop Line at an Uncontrolled Crosswalk, Stop Sign, Rectangular Rapid Flashing Beacons, ADA Curb Ramps, Bike Lanes, Sidewalk with Buffer	Yes	\$847,000	\$203,842,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Marysville	38	67th Ave NE Pedestrian & Bicycle Improvement Project	Speed Feedback Signs, Road Reconfiguration, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidewalk with Buffer	Yes	\$1,149,000	\$204,991,000
Marysville	38, 39	83rd Ave NE (6300 Block to 6700 Block) Pedestrian & Bicycle Improvement Project	Speed Feedback Signs, Road Reconfiguration, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidewalk with Buffer	No	\$843,000	\$205,834,000
Marysville	39	83rd Ave NE (82nd ST NE to 84th ST NE) Pedestrian & Bicycle Improvement Project	Speed Feedback Signs, Road Reconfiguration, Pedestrian and Bicyclist Segment Illumination, Bike Lanes, Sidewalk with Buffer	No	\$1,049,000	\$206,883,000
Washougal	17	32nd Street Corridor Improvements - Design	Speed Feedback Signs, Lane Width Reduction, Raised Crosswalks, Curb Extensions, High-visibility Crosswalks, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Bike Lanes, Sidewalk without Buffer	No	\$640,000	\$207,523,000
WSDOT Olympic Region	24	US 101 at Brinnon Lane Pedestrian Crossing Improvements	High-visibility Crosswalk, Rectangular Rapid Flashing Beacons	Yes	\$496,000	\$208,019,000
Mason County Public Works	35	McReavy Road Bike Lane Safety Improvement Project	Bike Lanes, Bicycle Wayfinding Signs and Markings	Yes	\$968,000	\$208,987,000

Table 2: Pedestrian/Bicyclist Program Proposed Project List for 2025-27

Agency	Leg. District	Title of Project	Project Description	Over-burdened Community	Amount Request	Cumulative Total
Airway Heights	6	Garfield Rd / US 2 Roundabout Project	Lane Width Reduction, Roundabout, High-visibility Crosswalk, Rectangular Rapid Flashing Beacons, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Shared-use Path	Yes	\$2,019,000	\$211,006,000
*Fife	27	20th Street E Sidewalk Improvements	Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Segment Illumination, ADA Curb Ramp, Sidewalk without Buffer, Sidewalk with Buffer	Yes	\$2,000,000	\$213,006,000

*Asterisk indicates project considered as a SRTS request, funded from another source or applicant request to remove project from consideration

ACTIVE TRANSPORTATION ASSISTANCE PROGRAM: REACHING MORE PEOPLE IN MORE PLACES

Early in 2024, WSDOT launched the new Active Transportation Assistance Program (ATAP) focused on building capacity for active transportation improvements among local and tribal partners. The objective is to support them in making these improvements in high equity needs areas of the state that have not recently been successful applicants to our PBP and SRTS funding programs or that have never applied to these highly competitive programs.

WSDOT designed ATAP based on the Legislature's funding program priorities as well as input from local agency and tribal partners. WSDOT structured it as an invitation to local or tribal governments serving these overburdened communities to partner with WSDOT and receive funding, training, and other resources to develop and design active transportation projects.

Selection process and structure of invitation

Communities received invitations based on criteria from the Local/Tribal Capacity Building for Project Development initiative first proposed to the Legislature for the 2023-25 biennium, as well as the Legislature's expressed interest in diversifying where funding goes. WSDOT staff screened communities using equity and safety need data and considered whether local or tribal governments with responsibility for transportation infrastructure in those locations had received SRTS or PBP grant funding recently. Staff then ranked the resulting list of about 60 population centers (including the 29 Tribes) by the equity and safety criteria as well as the number of PBP/SRTS projects awarded per capita to serve those population centers.

Our objective in this first phase was to work with agencies and Tribes on projects that can be developed, designed and taken to construction. WSDOT offered invited partners a few service options to choose from when enrolling. Partners who had successfully

delivered projects with other WSDOT funding in the past could receive funding for consultant services that they would manage themselves to plan or design a project. Smaller jurisdictions with less existing capacity to oversee projects could receive similar services through a WSDOT-managed consultant team. These resources are offered together with direct technical assistance from the Active Transportation Division, plus other training and workforce development.

We expect to award partners additional funding for construction to complete these fully designed active transportation projects when they are ready. The projects would be in line with SRTS/PBP criteria. These funding programs' ranked project lists include recommendations for ATAP construction award funding in the 2025-27 biennium funding. There is \$17.031 million from these WSDOT funding programs, with \$8.882 million for PBP to fund about five projects and \$8.149 million for SRTS to fund about four projects.

Launch and outreach

To date WSDOT has invited 14 cities, four counties, and four tribal governments around the state to participate in ATAP. These invitations included brief reports on equity and safety needs in their community that could assist them in identifying project locations.

WSDOT also provided consultation about the work and program expectations, clarifying that ATAP assists projects that:

- improve conditions for walking and bicycling in areas of high equity and safety need,
- engage communities thoroughly in project development, and
- create complete routes or bolster overall active transportation network connectivity to help community members travel safely.

Agencies and tribes invited for WSDOT's AT Assistance Program, 2024.



There are opportunities to boost walking and bicycling connectivity in the nearby areas of the city, helping employees and people coming to the tribe’s campus for services, to get to those buildings as well as parks and shops. The partners have also so far discussed a variety of accessibility improvements that would help people get to their jobs, or the services they need, more easily.

Progress as of Fall 2024

WSDOT has agreements underway for the planning phase of project development with the City of Richland and the Cowlitz Indian Tribe for future projects in the Pedestrian/Bicyclist Program. The next step for these projects will be funding them to complete design of identified projects.

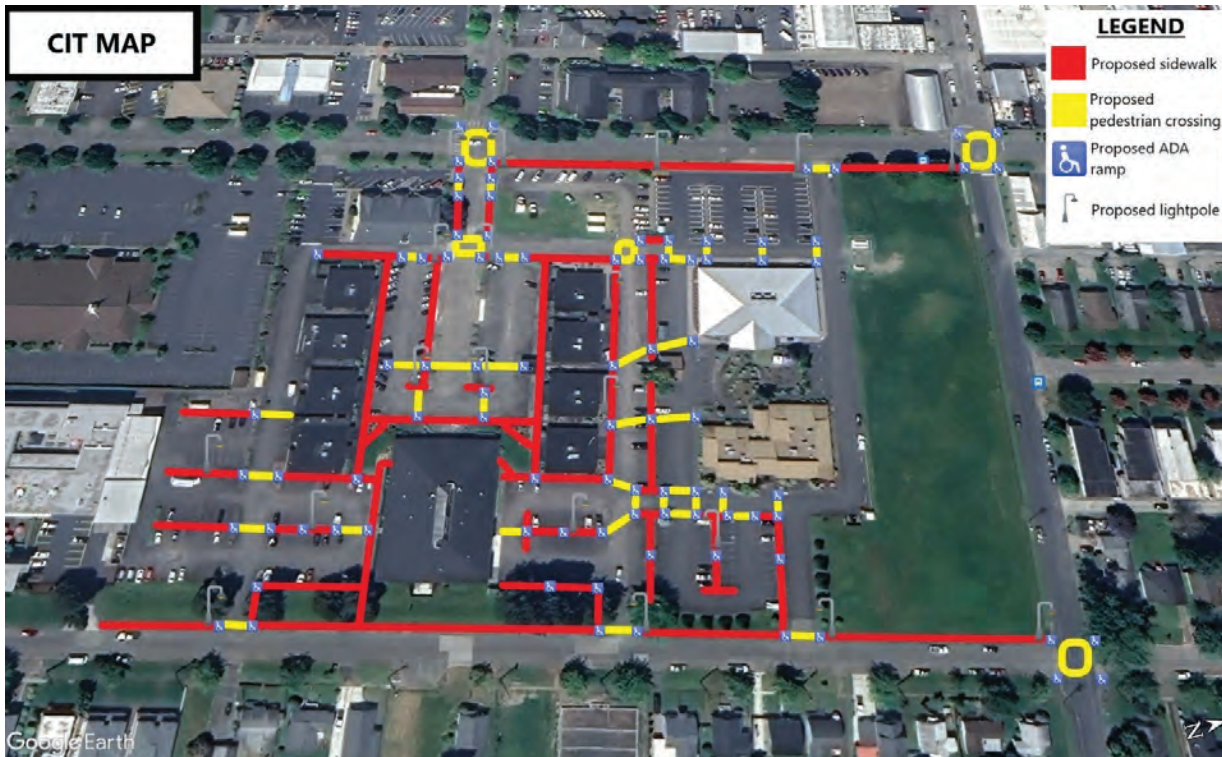
Two other agreements are pending, including one for planning with the City of Raymond and one for project design with the Swinomish Indian Tribal Community (SRTS and PBP, respectively).

Table 3: Active Transportation Assistance Program Examples

Partner	Title/Type of Project/Treatments	Status/Phase
City of Richland	PBP – Central Richland Active Transportation Improvements: safety and connectivity for AT within city’s highest need and nearby high need equity areas	Local Agency Agreement - Planning
Cowlitz Indian Tribe	PBP – Bicycle and Pedestrian Path Safety Improvements: create safety and connection for active and public transportation users at Tribe’s headquarters location – details in sidebar table	Memorandum of Understanding - Planning
City of Raymond	SRTS – crossing; road reconfiguration; additional improvements to facilitate safe route across US 101 to schools on the east side of the city	Planning
Swinomish Indian Tribal Community	PBP – wide sidewalk, curb extensions, crossing, lane width reduction for Swinomish Village – details in sidebar table	Design

Project planning and design

Cowlitz Indian Tribe: Bicycle and Pedestrian Path Safety Improvements Project



The Cowlitz Indian Tribe expressed early interest in making improvements to the walking conditions at and near the Tribe’s headquarters campus in Longview, WA. The scope of this project planning phase will include extensive community engagement and analysis of existing safety conditions for walking, bicycling or other rolling to destinations such as nearby commercial areas or transit routes.

Training/workforce development

The ATAP program provides partners with opportunities to learn about improving conditions for active transportation, in addition to continuing to offer them technical assistance. In 2023, WSDOT sponsored in-person and virtual workshops about safe and accessible pedestrian design with engineer Ian Lockwood of Toole Design. In 2024, WSDOT sponsored the following partners to have their staff attend the Bike-Walk-Roll Summit in Tacoma, WA (Sept. 12-13, 2024): Chehalis, Cowlitz Indian Tribe, Mount Vernon, Puyallup, Raymond, Richland, Selah, Tulalip Tribe and Whatcom County.

Lessons learned and next steps

Of the 22 local agencies, counties and tribal governments that were invited to participate in this program, two have projects underway and five more are in negotiations to begin work—one-third of invited participants. Each community needs different levels of support, which means that each community is on its own timeline for developing a shovel-worthy project.

Many local and tribal governments expressed interest in how ATAP could help them address active transportation needs in their communities. WSDOT staff found that in some overburdened communities the local or tribal government is so small or understaffed that they do not have sufficient capacity to even consider participating in this supportive program. WSDOT is continuing to design approaches to meet each community wherever it starts from to bring them to success.

Barriers to participation

Most local agencies invited to ATAP either chose not to participate at this time or did not respond. The most common reasons for this were:

- Lack of staff
- Timing that did not work with other agency priorities or their need to address property or other constraints that would take more time than available for the offer of ATAP project development
- No plan that identifies community active transportation needs or process to do so
- Other agency commitments
- Local priority project locations were not in that part of the community with highest equity needs (not consistent with the program priorities)

In addition, the costs of project development and design have been higher than expected, which limited the number of projects to which the program could offer support. This was in part due to inflation in costs of materials projected to be needed for the eventual construction of the project (which drives up design costs) and by the increasing costs of those consultant services themselves.

Refining our approach

WSDOT plans to continue the program into the 2025-27 biennium. In the next phase we will:

- Support invited partners in completing their planning and preliminary engineering phases, followed by a transition to funding for construction.
- Continue forming partnerships and develop new agreements to work together on project planning, development and design among the invitees.

- Implement active transportation planning assistance. The next phase will support the creation of local or tribal plans to enable jurisdictions to identify and prioritize locations in need of active transportation improvements. This addresses the planning gap found in outreach. It will support increased alignment across local, regional, and state plans and projects, part of realizing the partnership goal of WSDOT's Active Transportation Plan. Having such plans would also improve local and tribal partners' ability to succeed in applying for a variety of funding sources.

Planned modifications to the program to help overcome some of the barriers identified in the first phase include:

- Create additional entry points for potential ATAP partners (beyond the two project development/design and AT planning tracks for assistance)
- Shift attention to tailored training, technical assistance or other workforce development opportunities that can serve the staff of the full priority list of potential ATAP partners
- Invite a wider range of local or tribal partners who are underserved by AT funding programs and serving overburdened areas

Finally, it is important to note that outreach and engagement with potential participants resulted in new applications to SRTS and PBP even before full implementation of technical assistance. Some of the new applicants whose projects are prioritized for funding under those programs initially were identified as ATAP participants. This program is already succeeding in increasing the geographic diversity of project awards in these long-standing programs.

SANDY WILLIAMS CONNECTING COMMUNITIES PROGRAM

Introduction

The Washington State Legislature established the Sandy Williams Connecting Communities Program in 2022 (RCW [47.04.380](#)) to improve active transportation connectivity for people walking, biking and rolling on current and legacy state highways. The program name honors Sandy Williams, a community activist who worked to reconnect her African American neighborhood after the construction of Interstate 90 through Spokane split the city in half.

The program prioritizes work in high equity need communities. These communities are defined in statute as those with:

- High housing and transportation costs
- Low-income households
- Residents with few healthy food choices and higher rates of hospitalization
- Black, Indigenous, Asian and Pacific Islander, Hispanic/Latine and other communities of color
- Linguistically Isolated communities
- People with disabilities
- Communities with disproportionate exposure to pollutants
- A history of crashes for pedestrians, people using mobility devices and people on bikes

We are grateful to steward and refine this program with our partners in ways that strengthen our relationships with them. We are committed to shifting the culture of how government agencies deliver equitable transportation infrastructure to affected communities to one that is more inclusive and community-informed, and we recognize that collaboration is foundational to that.

Grant program priorities

We developed grant program priorities to guide the work for the communities we serve and to embody environmental justice as we carry out legislative intent to address gaps in active transportation connections caused by legacy state transportation facilities. This program is unique and there is a lot of need WSDOT intends to address by:

- **Investing in people.** The infrastructure we help to plan and construct puts people and place in the center of the process.
- **Making community improvements beyond transportation.** Project proposals should benefit interrelated issues like housing, climate change and resilience.
- **Enhancing safety, comfort and connectivity.** Community members should have better access to community spaces and essential services such as recreation centers, medical centers, grocery stores, schools, transit and parks.
- **Partnering inclusively.** Partnerships between government agencies, community-based organizations, and diverse small businesses representative of high equity needs communities are prioritized.
- **Integrating racial equity considerations more fully into investments.** Community-led project design creates projects aligned with community priorities while building community trust and support at every step of the development process.

A community-centered approach

The SWCCP launched in 2022 with an initial analysis of eligible locations and outreach to find appropriate projects that had already been identified through formal planning processes such as a regional transportation plan, as the [2022 start-up report](#) described. This got the program up and running while WSDOT recruited a program lead to build an approach centered in community. With that leadership now in place, WSDOT worked over the course of the year to continue to refine and provide structure to the program that centers those community voices that are not heard through traditional outreach and engagement processes. By aligning the grantmaking approach with the agency's HEAL Act work and the ethos of environmental justice as two-way community engagement, we are bringing what we learn into the grant process. One key approach we are using is a statewide community advisory council.

Recruit and coordinate a Community Advisory Council

WSDOT convened a statewide community advisory council of twelve community members who walk, bike, or use mobility devices. The selection of council members prioritized people who use active transportation to get across state highways and communities furthest from transportation justice, which we identified as youth, seniors, people with disabilities, low-wealth communities, communities of color, Tribal members, and caregivers.

The process

Over the course of four meetings, we worked to co-develop a project evaluation rubric that centers on those that are furthest from transportation justice. We asked, "What do safety, meaningful community engagement, and connection mean to you?" We spent time getting to know each other through shared storytelling, working in small groups to discuss what the selection criteria would look like in each person's community.

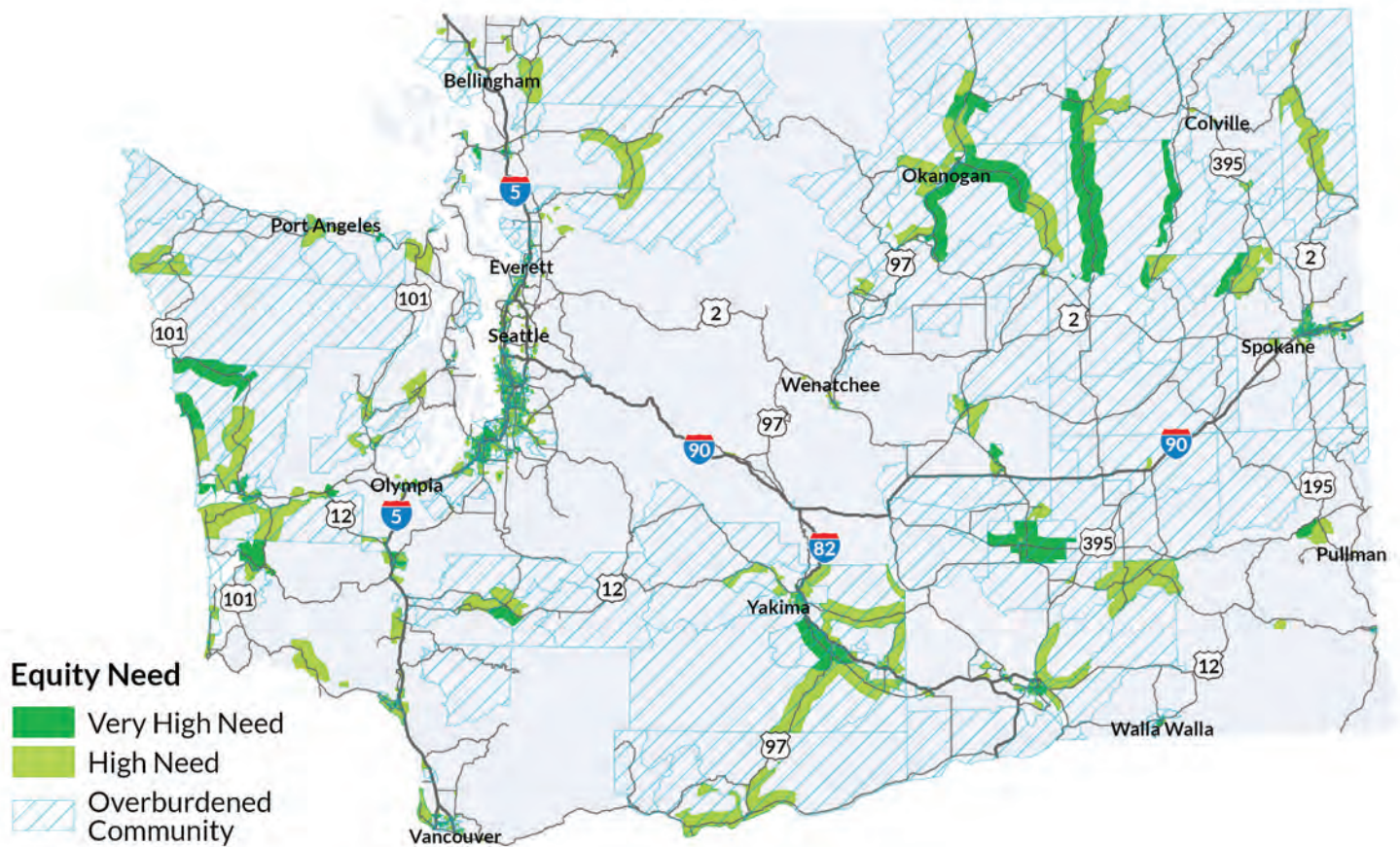
What we accomplished and heard

The council and WSDOT staff co-created evaluation criteria and a scoring template over the course of four meetings in October. We also built relationships and awareness of what work the state is doing, and a more nuanced understanding of how communities would identify meaningful community engagement and safety.

Council members shared visions of communities with shaded spaces as well as art that connects and reflects the local community. They want safer, cleaner streets with lighting for pedestrians, protected bike lanes and wide, well-maintained sidewalks. This vision would come about through community engagement based on partnerships with community-based organizations. Together, government employees and residents would co-design projects using a variety of relevant and accessible approaches to reach people from various communities.

Eligible communities and geographic areas

A map showing segments of current and former state highways that align with program criteria in areas determined to be of high equity need or overburdened throughout the state



The SWCCP focuses on communities that meet the criteria for High Equity Need statewide, including locations on or adjacent to tribal lands or locations providing essential services to tribal members. There are several ways to identify which communities or geographic areas are eligible. WSDOT developed the Sandy Williams Connecting Communities Program Equity Needs Viewer. This brings together data to understand the level of equity need, comprised of the social, economic and transportation indicators of communities near the location of a potential project. The program prioritizes projects in Very High and High Equity Need areas for funding, as well as designated

Overburdened Communities. A directive from the office of the governor (executive order 24.11) defines a uniform approach for identifying overburdened communities and vulnerable populations. These locations are identified in a [mapping tool](#) with a composite of map layers depicting census tracts ranking 9 or 10 on the Washington State Department of Health Environmental Health Disparities map, areas characterized as disadvantaged on the federal Climate Economic Justice Screening Tool, and census tracts that are fully or partially on Indian Country as defined in 18 U.S.C. Sec. 1151.

2025-27 prioritized projects

In order to be responsive and flexible to planning processes, engagement and project timelines, we find that offering the grant opportunity to partners yearly provides more opportunities to identify funding for projects when they are ready. Communities with locations that meet the program's criteria in statute were invited to submit expressions of interest, which the Community Advisory Council reviewed. Below is a list of prioritized projects for FY2026. The total request of \$25 million includes funding for prioritized

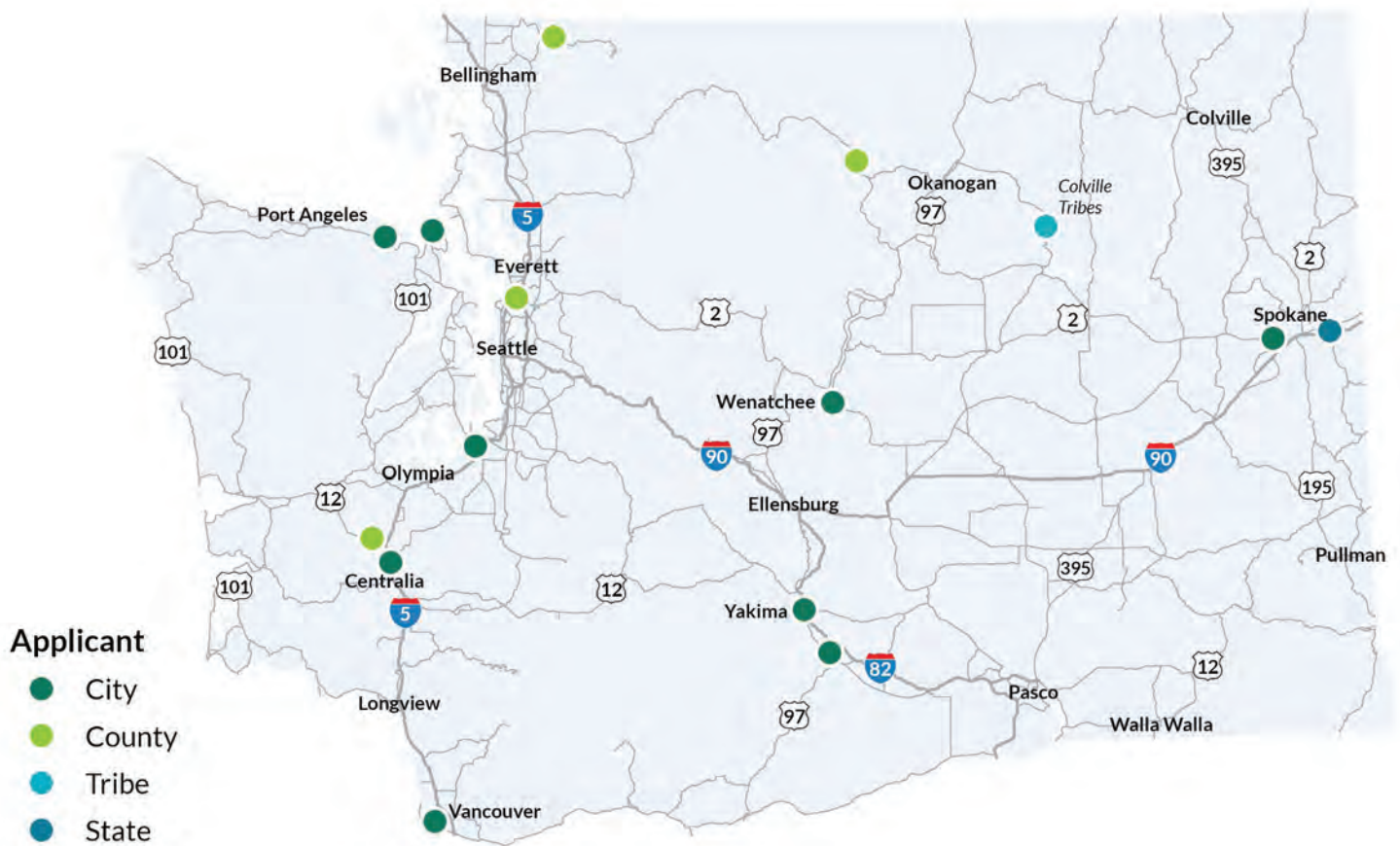
projects to be identified in 2025-26 for FY2027. This rolling approach meets communities where they are for project development and helps mitigate cost increases by moving projects into implementation throughout the biennium.

All funding for the SWCCP comes from Climate Commitment Act revenues. 15 projects have been identified for funding; the total funding level includes \$14.918M for additional projects still under consideration with final amounts to be determined within the total funding level.

SWCCP proposed project locations

Proposed projects map

Proposed projects for funding in the Sandy Williams Connecting Communities Program in 2025-2026.



Request not shown on map: \$10.082 million for SWCCP future projects to be named.

Table 4: Sandy Williams Connecting Communities Proposed Project List for 2025-27

Agency	Leg District	Title of Project	Project Description	Over-burdened Com.	Amount Requested	Cumulative Total	Total Project Cost
Confederated Tribes of the Colville Reservation	7	Pedestrian Lighting and intersection improvements	The Reservation for the Confederated Colville Tribes is bisected by SR 155 which separates the residential community from the kindergarten -10th grade Nespelem School. This project will provide crossing improvements, pedestrian lighting, ADA ramps and speed control.	Yes	\$2,100,000	\$2,100,000	\$2,100,000
WSDOT Eastern Region	4	SR-27 Enhanced Pedestrian Crossings	The project proposes to enhance safety and connectivity for vulnerable users in a neighborhood bifurcated by SR27 in Spokane Valley. Planning ,community design will identify and construct needed crossing improvements along a corridor with a history of community safety concern and few marked crossing locations.	Yes	\$575,000	\$2,675,000	\$575,000
Union Gap	14	Main Street Downtown Revitalization Phase 2 - Civic Core	The Main Street Downtown Revitalization project aims to transform the existing 4-lane legacy highway into a safer, pedestrian-friendly corridor by redesigning it into a 3-lane configuration. Improvements include wider sidewalks and multi-modal facilities. The project will provide a unique opportunity to establish another link in the proposed Heritage Connectivity Trail, connecting to the Yakama Nation reservation.	Yes	\$498,000	\$3,173,000	\$3,933,000

Table 4: Sandy Williams Connecting Communities Proposed Project List for 2025-27

Agency	Leg District	Title of Project	Project Description	Over-burdened Com.	Amount Requested	Cumulative Total	Total Project Cost
Whatcom County Parks & Recreation (WCPR)	40,42	Bay to Baker Trail: Planning Multimodal Connectivity Between Kendall and Glacier	With support of active community residents and organizations, we will engage community around completion of the Bay to Baker multimodal trail ADA-accessible paved path connecting the communities from Columbia Valley to Glacier along SR 542.	Yes	\$425,000	\$3,598,000	\$515,060
Toppenish	14	W. First Street Pedestrian Crossing Improvements	West First Street is a legacy highway through the City of Toppenish and connects the Yakama tribal community with resources and community destinations such as Toppenish's only major grocery store, the Yakama Nation's Tribal School, and a pop-up flea market. This project will work to identify crossing improvements on a roadway with a history of pedestrian collisions	Yes	\$460,000	\$4,058,000	\$460,000
Tacoma	27	South Tacoma Way Vision Zero Project (S. Pine St to S. 60th St)	As the South Tacoma community finalizes its neighborhood plan, transportation safety has emerged as a top priority. This project addresses pressing safety concerns on this high-risk Vision Zero corridor, improving access within the South Tacoma Mixed Use Center. The enhancements will foster active transportation links to the South Tacoma Sounder Station, Tacoma Mall Regional Growth Center, and key community sites such as the neighborhood business district, South Park, SERA Park, and the South Tacoma library, creating a safer, more connected community.	Yes	\$1,500,000	\$5,558,000	\$1,500,000

Table 4: Sandy Williams Connecting Communities Proposed Project List for 2025-27

Agency	Leg District	Title of Project	Project Description	Over-burdened Com.	Amount Requested	Cumulative Total	Total Project Cost
Snohomish County	32	Interurban Trail/Maple Rd Overcrossing at I-5 Improvements	The project supports a planning study to enhance safety and connectivity for nonmotorized travel. This includes a bicycle and pedestrian overcrossing structure of I-5, trail facilities the address existing gaps and potentially extending from the Interurban Trail to the future Lynnwood Park, and Lynnwood High School.	No	\$250,000	\$5,808,000	\$250,000
Sequim	24	E. Washington Active Transportation Expansion	This planning project improves pedestrian safety, comfort and connectivity between existing and developing residential housing, the John Wayne Marina, and commercial and industrial zones in east Sequim to the downtown core and essential services including the transit center, grocery stores, civic centers and parks.	Yes	\$435,000	\$6,243,000	\$435,000
Wenatchee	12	Bridge Street Multimodal Corridor Improvements	This project will connect the South Wenatchee residents to the future pedestrian bridge and Apple loop trail with a Two-way cycletrack, sidewalk, pedestrian illumination, shade trees, community lead art, rectangular rapid flashing beacons and ADA curb ramps	Yes	\$1,725,000	\$7,968,000	\$1,724,300

Table 4: Sandy Williams Connecting Communities Proposed Project List for 2025-27

Agency	Leg District	Title of Project	Project Description	Over-burdened Com.	Amount Requested	Cumulative Total	Total Project Cost
Centralia	20	Hayes Lake Trail	The Hayes Lake Trail will provide a multimodal connection from one side of I-5 to the other. This connects the schools, shopping and main sports park to the downtown and housing areas. The project will provide design and construction of a shared use path to reconnect the communities.	Yes	\$800,000	\$8,768,000	\$850,000
Port Townsend	24	HOPE-20: Healing from Outdated Planning and Engineering along SR-20	This design and quick build project looks to improve the experience for people traveling along and crossing SR-20 near the grocery, hospital, major transit stop and commercial corridor. These projects will calm traffic, reallocate existing roadway space, and begin to mitigate the impact of the highway.	Yes	\$500,000	\$9,268,000	\$500,000
Okanogan County	7	Twisp to Winthrop Trail Connection	Okanogan County, together with Methow Trails, will conduct planning and design of a multimodal trail connection between Twisp, the public school, and Winthrop. The communities of Winthrop and Twisp within the Methow Valley (Okanogan County) are only accessible by car along Highway 20. This project would provide children and families with a safe, nonmotorized route to school, better connect rural neighborhoods with the amenities of town, and provide a much desired nonmotorized multimodal transportation option.	Yes	\$650,000	\$9,918,000	\$1,000,000

Table 4: Sandy Williams Connecting Communities Proposed Project List for 2025-27

Agency	Leg District	Title of Project	Project Description	Over-burdened Com.	Amount Requested	Cumulative Total	Total Project Cost
Thurston County	35	Rochester Main Street Improvements - Phase 1	The Rochester community looks to address safety and mobility needs through at a one-mile stretch of US 12. In collaboration with community members by providing complete streets through the project area. This funding request would complete the preliminary engineering for the first phase of the project, connecting a middle school, super market and other community resources.	Yes	\$1,000,000	\$10,918,000	\$1,000,000
Airway Heights	6	US 2 Pedestrian and Multimodal Project, Phase I	This construction project will provide pedestrian and bicycle complete streets improvements on US 2 and link the north & south halves of the diverse community.	Yes	\$2,000,000	\$12,918,000	\$18,936,462
Vancouver	49	Upper Main Street Safety and Mobility Project On-Street Shared-Use Path	This design and construction project will improve pedestrian safety, bike and small mobility connectivity and access to bus rapid transit stops. This will involve adding new and upgrading existing crossings and filling gaps in sidewalks and the bike and small mobility (BSM) network with a new shared-use on-street path, which will also improve transit and regional trail connections.	No	\$2,000,000	\$14,918,000	\$2,480,681
Future projects to be named	TBD	TBD	TBD	Yes	\$10,082,000	\$25,000,000	TBD

Celebrating SWCCP's first two years: Project status and highlights

SWCCP launched in 2022 with a diverse array of projects statewide. As a new program we have a number of projects in various early stages of planning, design, construction and relationship building. Seventeen projects are underway; one was cancelled and 9 have been awarded funding and are awaiting initiation. We wanted to share some highlights from our work that demonstrate program priorities.

Project highlight: Partnering with community-based organizations

Martin Way Crossing Strategy, Thurston Regional Planning Council

Martin Way is a legacy state highway that connects Olympia, Lacey, and Thurston County. This busy roadway's wide lanes, high speeds, and few crossings make it difficult for pedestrians and bicyclists. Between 2019 and 2023, one-third of crashes leading to severe and fatal injury on Martin Way involved a pedestrian or bicyclist.

The Thurston Regional Planning Council seeks to make Martin Way safer for people walking and biking by talking to people who live near Martin Way to learn what they need to feel safe crossing the street. Thurston Regional Planning Council is working with community groups to connect with those dependent on walking and biking, including people with low incomes, people of color, people with disabilities, older adults, and veterans. TRPC shared, "One of our partners is the Thurston County Food Bank. They asked us to see the problems their clients face when they carry groceries home without a car. A bus stop is across the street, but it's hard to get there because no crosswalks are nearby. People must walk more than a quarter mile to cross the street to the bus stop safely. Wendy Goodwin, a volunteer, said, 'Carrying groceries can be really hard for some clients. Everyone, including those with disabilities, kids, and older people, needs safe and easy access to the Food Bank.'"

A pedestrian looks across the street at the bus stop, where there is no crosswalk available, with multiple bags of groceries from the food bank.



Project highlight: Meeting the community where they are

US Highway 2, Airway Heights

The US-2 corridor divides the Airway Heights community physically and socially, making it harder for residents to access essential services on either side of the highway. Many people depend on accessible transportation to reach groceries, healthcare, and civic services. The highway's five lanes and heavy traffic create exposure to potential serious crashes for pedestrians and cyclists. The City of Airway Heights shared, "We're working on infrastructure improvements for the corridor to make it safer and more connected. Key features include traffic calming measures, pedestrian crossings, roundabouts, better bus stops, and dedicated paths for cyclists and walkers. These upgrades will help all community members, especially those without cars, safely access vital resources. We are also focused on engaging the community, especially those facing language barriers. We offer materials and events in English, Spanish, and Marshallese. To meet the community where they

are, we participated in the Marshallese Community Health and Resource Fair, where over 200 community members shared their thoughts. They highlighted the need for safe, well-lit bus stops, public art that

reflects Airway Heights' cultural diversity, community-centered public spaces, and safe crossings to close the gap created by US-2. Traditional Marshallese food was also provided for everyone to enjoy."

Four community members attending a Marshallese Community Health and Resource Fair are looking at two project presentation boards with a project staff member. Many others are sitting at tables in the room. (Century West, 2024)



SCHOOL-BASED BICYCLE EDUCATION PROGRAM

Overview

The sixteen-year Statewide School-Based Bicycle Safety Education Program ([RCW 47.04.390](#)) was established under Move Ahead Washington to help students to become more confident and capable bicyclists through the development of skills and street safety knowledge. 2022-23 was a planning year; programming began July 1, 2023, with a total budget for the 2023-25 biennium of \$16.8 million. All funding is from Climate Commitment Act revenues. Funds in this start-up biennium support the development of program elements that will serve school districts, Educational Service Districts (ESDs) and community-based organizations (CBOs). These elements—curriculum, capacity building, training, consultation, procurement, logistics and more—will aid in the delivery of the program for future biennia as the program accelerates and scales across the state.

“[I learned] that I could actually ride a bike and it was fun for me and I loved it. I had the best time.”

Student, Linwood Elementary, Spokane, who participated in the Let’s Go in-school bicycle education program

As required by statute, WSDOT has contracted with a nonprofit with bicycle and train-the-trainer expertise as well as the knowledge, skills and statewide footprint to deliver the program. Now in its second full year of implementation, WSDOT’s contractor Cascade Bicycle Club has been delivering on all program components laid out in the proviso. This report will highlight program reach, design, learning, and plans for growth.

COMMUNITY HIGHLIGHT: BIKE SKILLS MEAN MORE OPPORTUNITIES FOR TACOMA HIGH SCHOOLER

Bike skills mean more opportunities for Tacoma high schooler

High school student Visett had always wanted to learn to ride a bicycle. When he shared this with his school’s special needs educator last year, they developed a partnership with Cascade Bicycle Club’s after-school program manager to support Visett in learning to ride.

Both adults started meeting with Visett weekly after school to learn the basics and loaned him a bike to practice with at home. Within three weeks, Visett was already replacing his daily 30-minute walk commutes to school with bike trips. By the end of the school year, Visett earned a Bicycling Certificate of Achievement along with a new bike, helmet, lock and lights.

“With all the work I’ve done with students I’ve met over the years, I don’t think I will ever forget the excitement Visett showed the day

he received his award and new bicycle,” said his teacher.

Visett’s achievements extend beyond his school commutes. In addition to riding to the local library and Safeway, where he has a new job, he has started teaching himself more bike skills. After getting a flat tire, for instance, Visett requested to use a school computer to learn how to fix it himself.



Reach

The statewide bicycle education program has reached more than 12,000 children and youth to date, given away more than 1,000 bikes and safety equipment, and trained almost 200 educators. Operational in 13 counties, the program grew 75 percent from the first year of implementation to the second year. 100 percent of first-year partners returned and total partnerships increased from 8 to 14, with first-year partners also expanding operations. At least 56 percent of participants come from overburdened communities and 14 percent of elementary students in year one were new to riding.

“It gave the kids a growth mindset to dream big and know that when they got on their bikes that they can feel like little superheroes. It gave them the opportunity to feel strong and good about themselves.”

Teacher delivering bicycle education in the 2023-2024 school year

Gregory Heights Elementary School student Roo receives a bicycle through the Let's Go program.



Table 5: Percentage of schools in or near overburdened communities as identified in executive order 24.11 and identified in the Office of Financial Management’s mapping tool

Program	Period of Measurement	Within Overburdened Community	Within .25 miles of Overburdened Communities**	Within 1 mile of Overburdened Communities**
In-Class	2023-2024	56%	63%	79%
	2024-2025 (Q1)	56%	67%	78%
	Cumulative to Date	56%	64%	79%
Youth Development*	2023-2024	57%	69%	81%
	2024-2025 (Q1)	56%	67%	72%
	Cumulative to Date	57%	68%	77%

* Youth Development programs may meet outside a student’s school at a community center
 ** Data inclusive of schools already counted within overburdened communities

A map showing all partners delivering programming since July 1, 2023.

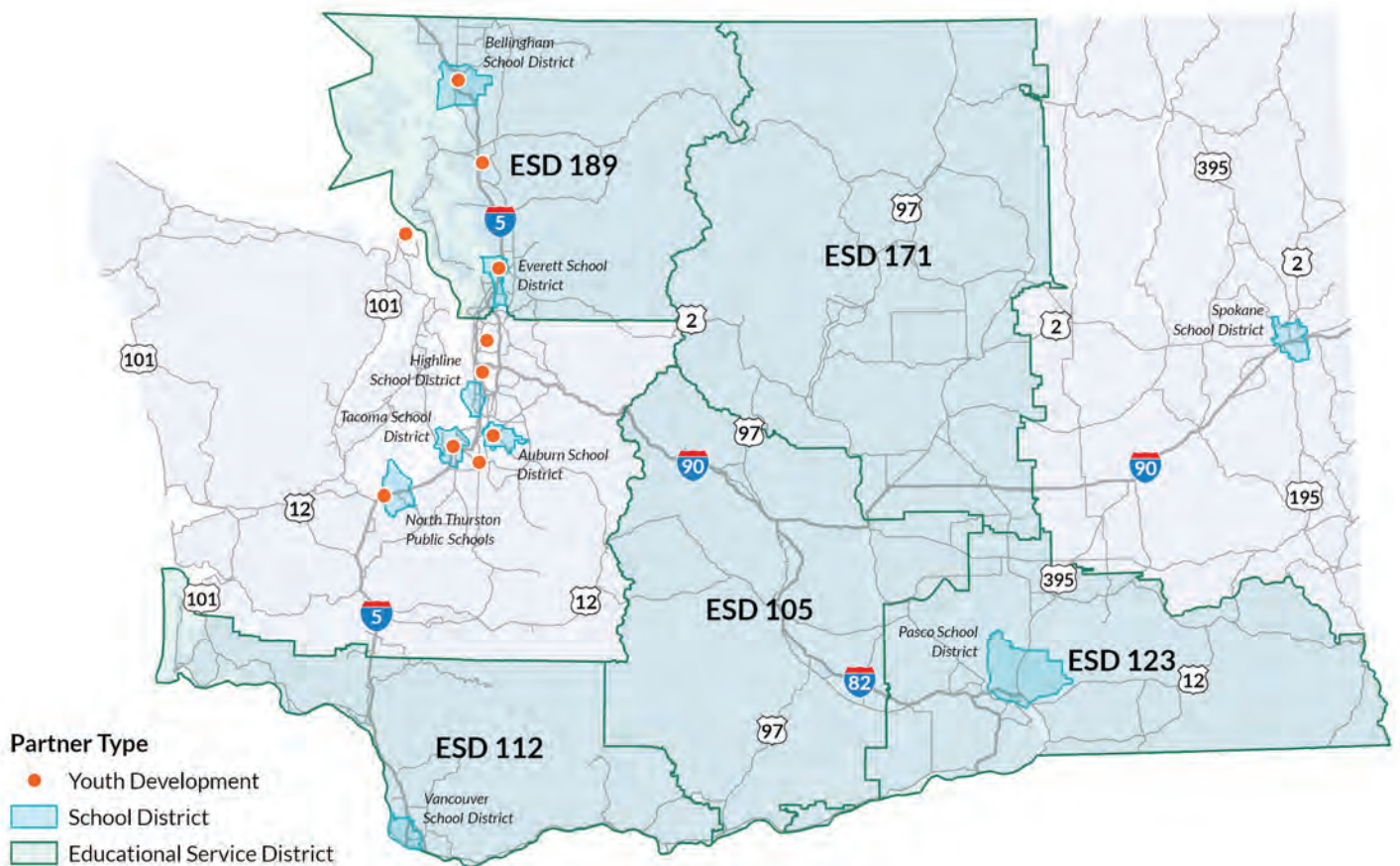


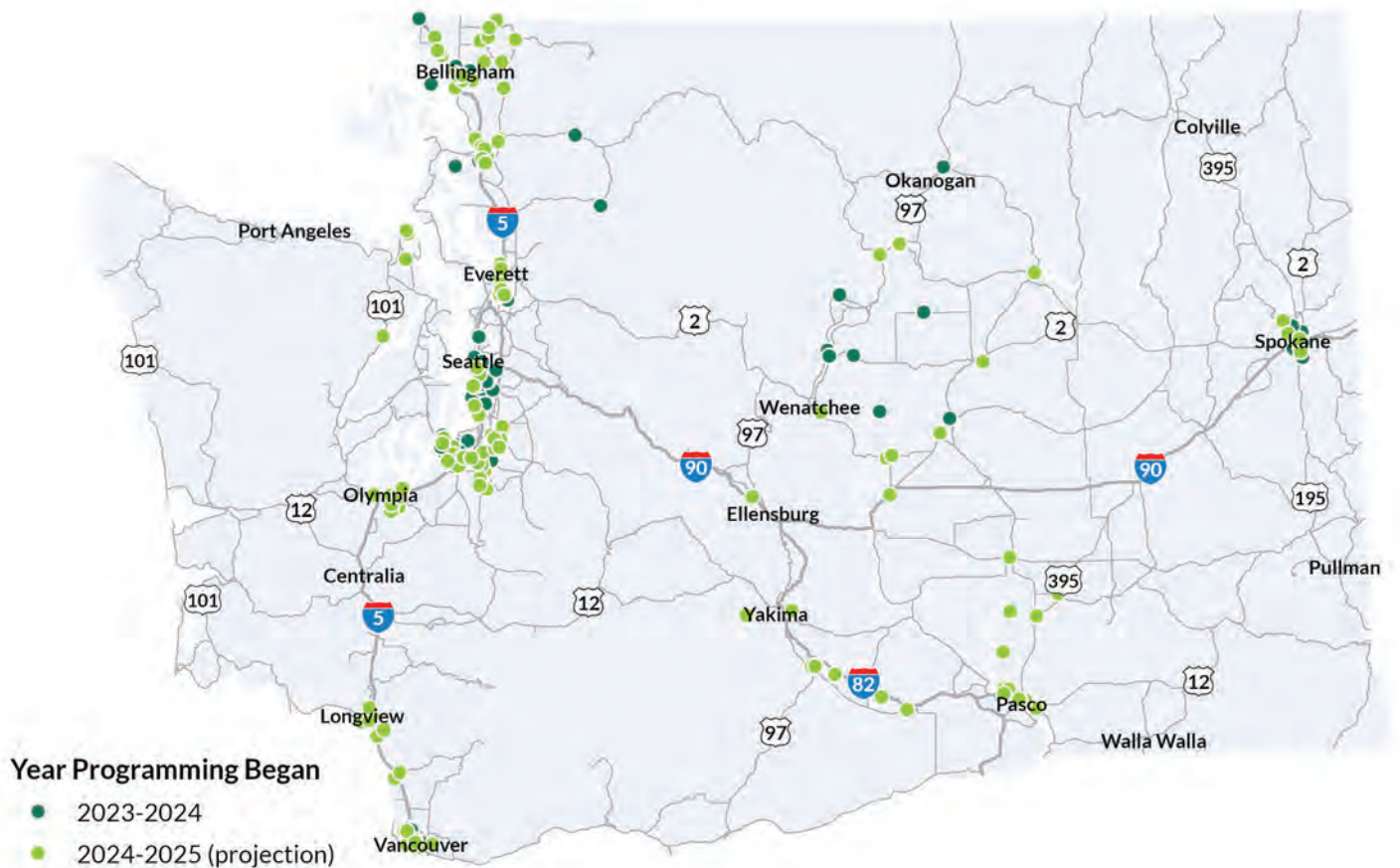
Table 6: Program Engagement to date: July 01, 2023 – September 30, 2025

	Students Served	Schools	School districts	Students received bike equipment	Teachers trained	Trainers trained	Students who learned to ride
In-Class	11,762*	70	34	957	183*	14	1,204
	Students Served	Schools youth attend	School districts youth attend	Students received bike equipment	Program staff trained	Trainers trained	Hours spent riding on streets or trails
Youth Development	608	42	21	232	0	0	188**
TOTALS	12,370	112	55	1189	183	14	1,392

* This metric includes participants that are engaged year-over-year, including repeat service between years

** Reflective of activities since July 2024 as this data was not collected during the 23-24 contract year

Map of schools attended by children and youth engaged with the program.



Program Delivery

The program runs on an annual cycle that mirrors both the state’s FY/biennia and the school calendar year. Programming typically begins in September and runs through June (for in school) or August (out of school). Application period for new and returning partners happens in the early spring with the hope of completing teacher/facilitator training and procurement of fleets and equipment throughout July and August. Each partner receives a fleet of bikes and a set of equipment. A fleet has been calculated to serve 5-9 schools in a district, 3-7 districts in an ESD partner (typically more rural locations and smaller districts) and 24-36 sessions for a community-based group per year.

Fleets include a wrapped trailer, a set of 30-40 bikes (actual sizes and types are specific to the partner; can include adaptive bikes and balance bikes), bike racks and locks, helmets, curriculum and teaching materials, tools and equipment for bike maintenance.



In School

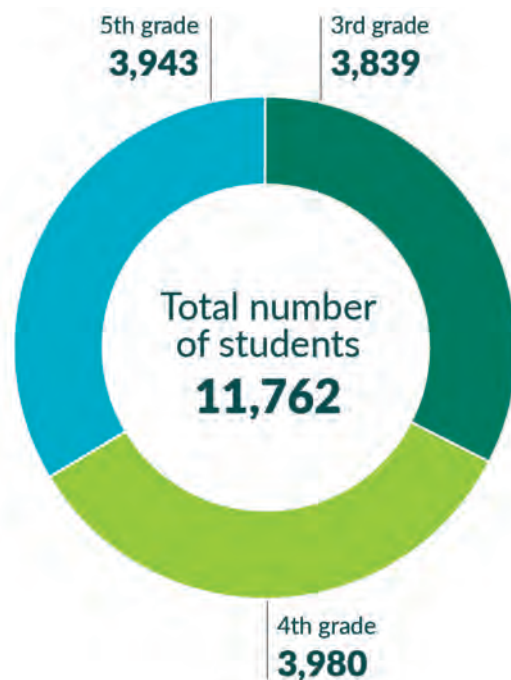
In-school programming thus far has involved elementary students in grades 3-5. In-school programming is delivered by PE teachers during their usual PE/Health classes. The “Let’s Go” curriculum lasts approximately 4-5 weeks assuming two 30-minute lessons a week. Curriculum has been enhanced to be inclusive and aligns with OSPI standards for physical education. Progression

of lessons goes from first learning to ride to understanding rules of the road. All lessons and practices currently take place on school sites.

In-school programming at middle school grades 6-8 is being piloted in the 2024-25 school year, focusing on partners that implemented SRTS programming in middle schools under a previous state-funded program. Five schools across two school districts will use the updated “Let’s Go Further” curriculum in their PE lessons using existing fleets of bikes. The “Let’s Go Further” curriculum previously developed and used by Cascade Bicycle Club was updated during 2023-24 and is now ready to use for the statewide program. Updates and iterations are expected as Cascade and WSDOT receive feedback from implementers and participants.

Each school-based partner (either a school district or an ESD) has an identified lead/champion who coordinates communication with the implementing schools in their network and leads on reporting requirements to Cascade Bicycle Club. They are responsible for managing budgets, fleet rotations and fleet maintenance, ensuring equipment is regularly maintained/serviced, staff training, facilitating train the trainer sessions, conducting outreach to bring on more schools and teachers from their networks in future cycles, and managing the Bikes and Equipment for Participants (BEP) giveaway program.

Students served through in-class program



Youth Development (After school programming)

Out of school programming is offered to grades 6-12 and takes place after school either on school sites or at local community-based organizations. During 2023-2024, youth development partners used and expanded on their existing curriculums whilst building in elements of the statewide program such as safety, bike maintenance, trip planning and the BEP giveaways. Simultaneously, Cascade Bicycle Club created a comprehensive curriculum comprising of 26 lessons across four modules, accounting for each stage of riding from first learning to ride, to using bikes as a mode of transportation. It has been designed for providers to start from the point most relevant to their group; as a result the length of this program differs from the in-school program. Each out-of-school partner communicates directly with Cascade Bicycle Club, reporting on budget/spending, implementation challenges and successes, outreach activities, miles ridden and bikes given away. A key element of the youth development program is the inclusion of bike maintenance and trip planning, so youth can fix their own bikes as needed, and learn how to safely plan and ride trips to locations of interest in their communities and neighborhoods. Groups are typically smaller and attend more sessions (average is 1-2 hours a week). Some programs run for a set number of weeks; others run all academic year with shortened programs running through the school summer break. All youth development partners in 2024-2025 will be trained in and use the new curriculum. 2024-2025 is considered a pilot year for this curriculum and iterations and extensions are expected.

Statewide Bicycle Education Program Partners, 2024-2025

In School Partners

- Auburn School District
- Bellingham School District
- Everett School District
- ESD 105
- ESD 112
- ESD 123
- ESD 171
- ESD 189
- Highline School District (managed by CBC)
- North Thurston School District
- Pasco School District
- Spokane School District
- Tacoma School District
- Vancouver School District

Youth Development Partners

- 2nd Cycle (Tacoma)
- Auburn Parks & Recreation (Auburn)
- Bike Works (Seattle)
- Children of the Valley (Mt. Vernon)
- Major Taylor Project King County and Pierce County (managed by CBC)
- Puyallup School District
- The ReCyclery of Jefferson County (Port Townsend)
- Sharing Wheels (Everett)
- Walk N Roll (Lacey)
- Whatcom Mountain Bike Coalition in partnership with VAMOS (Bellingham)

Bikes and Equipment for Participants (BEP)

Youth participating in the statewide program have an opportunity to receive a bike, lock, helmet, and lights free of cost. In Year 1, 2023-2024, over a third of all participating in-school grade 5 students received a bike and equipment. In addition, 30 percent of all youth development students also received a bike and safety equipment. Given this program is projected to reach 90 percent of children and youth in Washington at full scale, and children will receive programming over multiple years, BEP needed a framework. Cascade Bicycle Club developed an equity score card (also used for outreach) which identifies schools and school districts with highest equity needs; these schools will be prioritized for BEP during year 2, 2024-2025, with the process being reviewed/refined for future cycles.

Cascade Bicycle Club provides substantial procurement support to partners to identify fleet components and characteristics as well as procure bikes and equipment to give away to eligible children and youth. This involves sourcing large numbers of bikes, receiving, assembling, storing and delivering to locations around the state, as well as purchasing and wrapping trailers and purchasing large numbers of helmets, locks, and lights.

Students at Manson Elementary celebrate new bicycles they received as part of a bike giveaway.



Training

Cascade Bicycle Club provides full day training to new and returning teachers and community-based facilitators on how to deliver the curriculum, manage fleets, and work with Cascade and the state for invoicing and reporting. CBC also provides training to the partner leads on how to administer the program. Training takes place at locations easily accessible for participants. This second year, they have also begun delivering train-the-trainer sessions to those teachers who ran the program in year 1 and are taking the lead to train new teachers joining from their school district/ESD. The Association of ESDs has three teacher trainers who were trained by CBC and have led three teacher training sessions of their own. The large school districts have 11 teacher trainers who were trained by CBC and have subsequently led 6 trainings for teachers in their districts. Meanwhile, CBC directly led five teacher training sessions for new partners. To date, 14 trainers and 183 teachers have been trained to teach the Let's Go curriculum across the state (56 in 2023-2024 and 127 in 2024-2025; total includes new and returning teachers).

COMMUNITY HIGHLIGHT: SETTING UP THE NEXT GENERATION FOR SUCCESS IN ORONDO

Parents of children participating in the Bicycle Education Program know firsthand how lifechanging it can be for kids to receive bicycles and riding education. That's especially true for Orondo resident Maria Gomez, whose fifth grader Alex Villa-Gomez earned his first bicycle through the program.

"I just hope this program continues growing," Maria Gomez said. "It shows kids how to ride a bike, it helps them get exercise, and it helps them feel free. I didn't have the opportunity to have one when I was a kid, or get my son one, so that brings a good feeling to me."



Outreach and partner selection

Outreach events are conducted with a range of professionals working with children and youth both in and out of the school system. This includes individual contacts with school district administrators, ESD administrators, OSPI administrative staff and CBOs focused on recreation or bicycling. All those engaged in outreach events are invited to apply to become a program partner and supported in their application process. Events and partners are identified through analysis and prioritization of equity criteria in the statute establishing the program ([RCW.47.04.390\(4\)](#)). Cascade Bicycle Club has developed an equity scorecard tool to support this identification and prioritization.

The Equity Scorecard inputs data from 5 sources:

1. Overburdened Communities of Washington State
2. OSPI School Demographics and Locations
3. WSDOT Pedestrian and Bicycle Crash Data
4. GIS Mapping of school location
5. Environmental Health Disparities

The equity scorecard can then be used to guide decisions regarding:

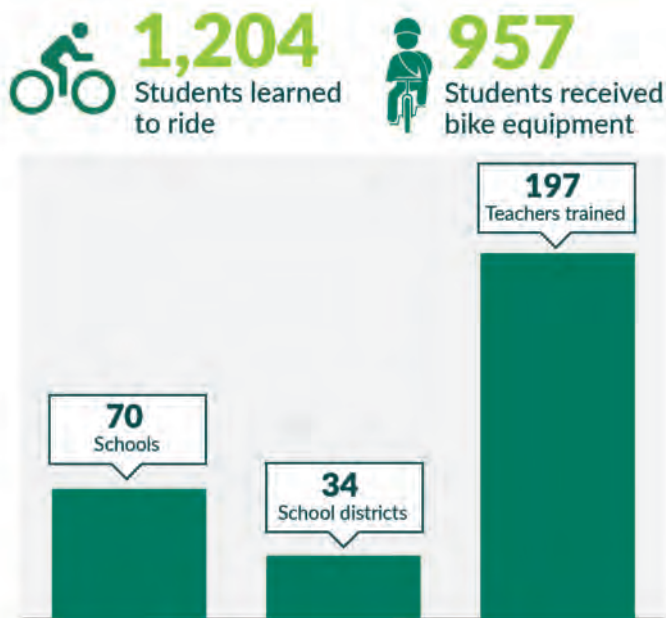
1. Priority outreach to school districts or CBOs for program improvement and growth
2. Schools that will receive BEP (BEP is limited by biennial funding)
3. Geographic growth within an ESD, LSD, or CBO footprint
4. Additional or augmented support for a school (e.g.: a classroom helper during PE class)

Evaluation and learning

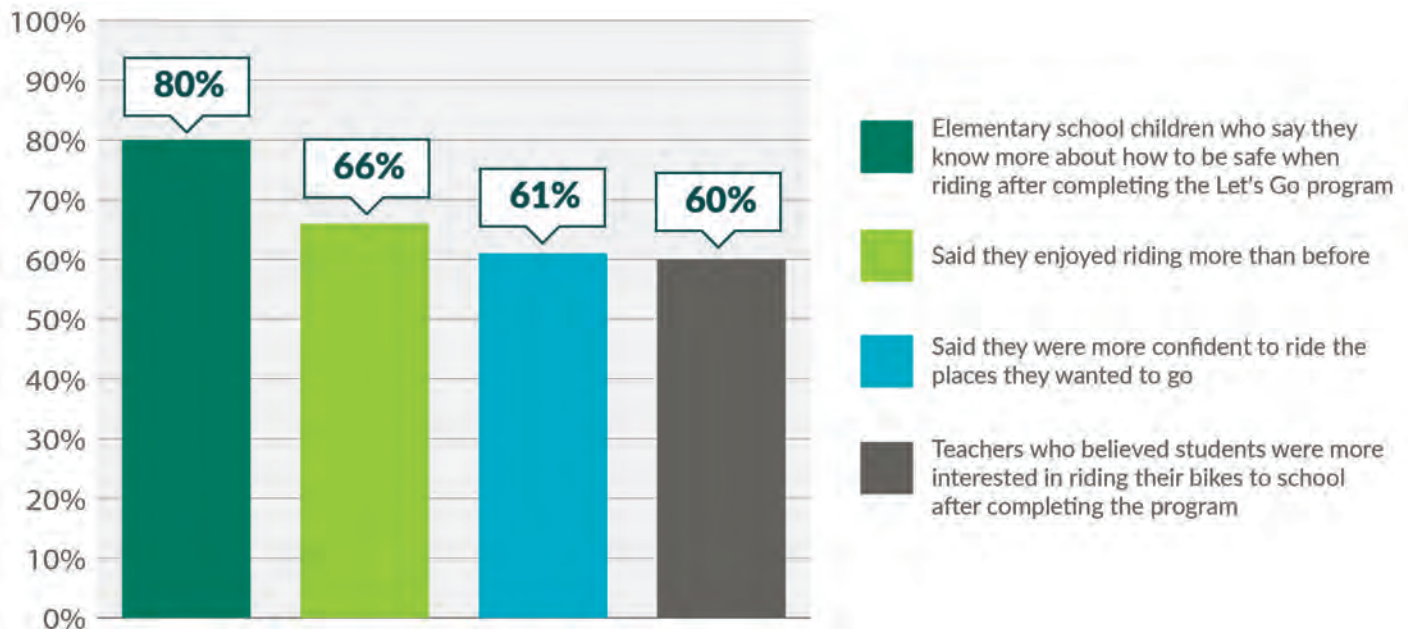
Opportunities for feedback from children/youth and teachers/facilitators are built into the project cycle through engagement with surveys and participation in focus group discussions, led virtually and in person. Learning from these sessions informs program iterations, curriculum updates, supplies/procurement support and scope of work updates for the next cycle. CBC has hired an evaluation consultant who supports this work.

Initial results show 80 percent of in school children knew more about how to be safe when riding after they had completed the Let's Go program, with 66 percent stating they enjoyed riding more than before. Sixty-one percent said they were more confident to ride the places they wanted to go. This correlates with feedback from teachers, 60 percent of whom said they believed students were more interested in riding their bikes to school after completing the program.

In-class program reach and teachers/trainers trained



Students served program evaluation



Looking ahead

Anticipated total funding for the 25-27 biennium is \$27.2 million. This will grow the program to reach up to 160,000 children and youth statewide through engagement and support of 32-46 partners.

In the next biennium, outreach to potential partners identified through the equity scorecard will be prioritized, as will building relationships with tribal entities. Procurement procedures will be important

as work is done to scale the program quickly across the state. Trainers will be coached, and more trainers trained towards the end of the year. The youth development curriculum for grades 6-12 and updated Let's Go Further curriculum will be piloted and updated as necessary. Outdoors for All will continue to provide inclusive consultation for children with disabilities in all aspects of the program.

COMMUNITY HIGHLIGHT: A MORE ACCESSIBLE WORLD FOR ALL STUDENTS

For many students, bicycle education can completely transform how they move through the world. One physical education teacher in Tacoma had the privilege of watching a fourth grader with spina bifida make big strides, and quickly.

While the student had never ridden before, he was eager – and determined – to learn. The P.E. teacher and the school's physical therapist collaborated to make that happen. The physical therapist worked with him once a week to master the strider bike and attended P.E. classes to provide additional support.

“He went from walking to striding to being able to get to the pedals for about five seconds by the end of the unit,” the P.E. teacher shared.

At the end of the bicycle education unit, this student's family shared how neat it was to see their son so passionate about riding. They plan to purchase a bike for him so he can continue working on bike riding at home.



E-BIKE PROGRAMS

E-Bike Rebate Grant Program (WE-Bike)

The purpose of these programs, established for the 23-25 biennium through a budget proviso in HB 1125, is to provide opportunities to expand the use of e-bikes for transportation.

The budget proviso specifies the following program design elements for the e-bike rebate program:

- \$2 million for rebates up to \$300 to Washington residents 16 years of age and older
- \$3 million for rebates up to \$1,200 for residents 16 years of age and older who reside in households with income below 80% of the county median
- Buyers must be able to apply the rebate at the time of purchase
- Rebates for e-bikes (including e-trikes), bicycle helmets, safety vests, bicycle lights, bicycle locks, and any maintenance agreement sold at the time of the e-bike purchase
- WSDOT must establish application procedures to qualify e-bike retailers for participation
- Qualifying retailers must have one or more physical retail locations in Washington that provides on-site e-bike sales, service, and repair and must be registered with WSDOT to participate in the incentive program
- Applicants must provide contact information (including a physical address, email address, and phone number) and demographic information (including the applicant's age, gender, race, and ethnicity) at the time of applying for the rebate
- No more than one rebate may be awarded per household

WSDOT collaborated with the University of Washington to publish a [policy brief](#) on designing and evaluating electric bicycle incentive programs which has guided the Washington E-bike (WE-Bike) rebate program design. In addition, WSDOT has released

a Request for Proposal (RFP) from third parties interested in administering the program on behalf of WSDOT. The apparent successful bidder for the RFP was identified in October 2024 and WSDOT is proceeding through required steps for contracting. E-bike rebates are expected to be available to Washington residents in the first half of 2025.

WSDOT staff have been keeping abreast of state and city E-bike rebate/incentive programs across the country and using their experiences as learning opportunities. In consideration of this, several key program decisions have been made: The opportunity will be open to residents statewide from day one and successful applicants will be identified by random selection as opposed to first come first served. These decisions ensure an equitable program open to all Washingtonians. WSDOT staff have also been learning about e-bike education programs and drafting plans for the WE-Bike educational component to be housed digitally where anyone interested can access information on demand.

E-Bike lending library and ownership program

The appropriation for this program began July 1, 2024. The budget proviso specifies the following program design elements:

- The programs may be for a lending library or ownership program
- Other state entities, local governments, and tribes are eligible to apply to run such a program for employees for commute trip reduction purposes
- Nonprofit organizations or tribal governments serving people who are low-income or reside in overburdened communities are also eligible; these programs are not required to be for commute trip reduction purposes
- Grant recipients must report data for the policy brief

WSDOT has been connecting with state and city entities across the country to learn from existing programs and consider the design needs of Washington's future program. WSDOT is collaborating with the University of Washington on a research paper about different program models nationwide and has been meeting with Washington state Commute Trip Reduction (CTR) specialists to explore what the program could look like and how it can complement existing CTR initiatives. Current program design work centers around finding ways to navigate the insurance costs and barriers faced by smaller nonprofits wanting to run a lending library.

WSDOT has begun community-based outreach to multiple organizations in Washington to gauge interest and capacity. These include nonprofit bike shops, non-profit electric-vehicle car share programs, transportation advocacy groups, universities, colleges and libraries as well as cities and counties with commute trip reduction programs. ATD is also working with WSDOT's director of tribal and federal relations to hold a Q&A session for Tribes planned for the new year. In alignment with the HEAL Act, there will be opportunities for community engagement and consultation during the E-bike Lending Library design process.

TRANSPORTATION FOR ALL: ENHANCING ACTIVE TRANSPORTATION THROUGH COMPLETE STREETS

In 2022, Washington legislators enacted [RCW 47.04.035](#), a requirement for WSDOT to apply Complete Streets principles to their projects. Complete Streets is an approach to planning, designing, building, operating and maintaining streets that enables safe access for all people who need to use them, including motorists, transit riders, pedestrians and bicyclists. Active Transportation Division staff play a lead role in updating policy, processes, and practice across the agency to carry out this directive.

The Complete Streets requirement is reflective of and provides support for WSDOT’s goals expressed in the state Active Transportation Plan, including the need for streets that support safe, connected and accessible transportation for pedestrians and bicyclists of all ages and abilities. The requirement states that WSDOT “must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists and public transportation users” and “integrate the state route into the local network” for “state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more.” ([RCW 47.04.035](#))



The requirement creates a consistent mechanism for WSDOT to integrate and enhance facilities for people who walk, bike and roll on state right-of-way wherever we are funded to make improvements. This requirement complements the programs described in this report. Local agencies often prioritize grant applications to the Safe Routes to School and Pedestrian/Bicyclist Programs to make improvements on state right-of-way, identifying those locations as essential for network connectivity and safety. As WSDOT itself is able to address such locations when the agency has funded work, this enables those communities to submit applications for needed improvements elsewhere.

Working with communities is an integral part of the WSDOT Complete Streets process, in line with our agency values. We aim to design and implement facilities that both meet communities’ needs and provide safe, accessible options for everyone, including those who don’t drive and who make up 25-30 percent of Washingtonians. To that end, agency staff assess relevant projects for gaps in active transportation networks and work with jurisdictions, communities and other critical partners to develop facilities that make it comfortable for people to walk and bicycle. Traditional community planning efforts such as comprehensive plan updates, corridor studies and project feasibility studies can all inform the Complete Streets process. As the Active Transportation Division supports communities through the Active Transportation Assistance Program and Sandy Williams Connecting Communities Program, more and more places will have a vision and associated plan for the state routes that run through their hometowns.

WSDOT is preparing an overview of progress that will cover the first two years of implementation, due to be published in early 2025. This report will be linked online at <https://wsdot.wa.gov/construction-planning/complete-streets>.

APPENDIX A: PROJECT STATUS FOR SAFE ROUTES TO SCHOOL, PEDESTRIAN/BICYCLIST, AND SANDY WILLIAMS CONNECTING COMMUNITIES PROGRAMS

Since 2005 the Safe Routes to School and Pedestrian/Bicyclist Program have funded projects across Washington state. Since their beginning in 2005, WSDOT has awarded 561 Safe Routes to School and Pedestrian/Bicyclist Program projects, of which 405 (72 percent) have been completed. An additional 156 projects are underway, including the 65 projects selected for the 2023-25 cycle. In the history of the programs, only seven projects have been cancelled.

Safe Routes to School project status 2013-2024

The map and table below show the status of SRTS projects from 2013-2024. Projects documented as complete in prior reports are not included here.

Safe Routes to School projects by project status. Includes projects with a status change in the past year.

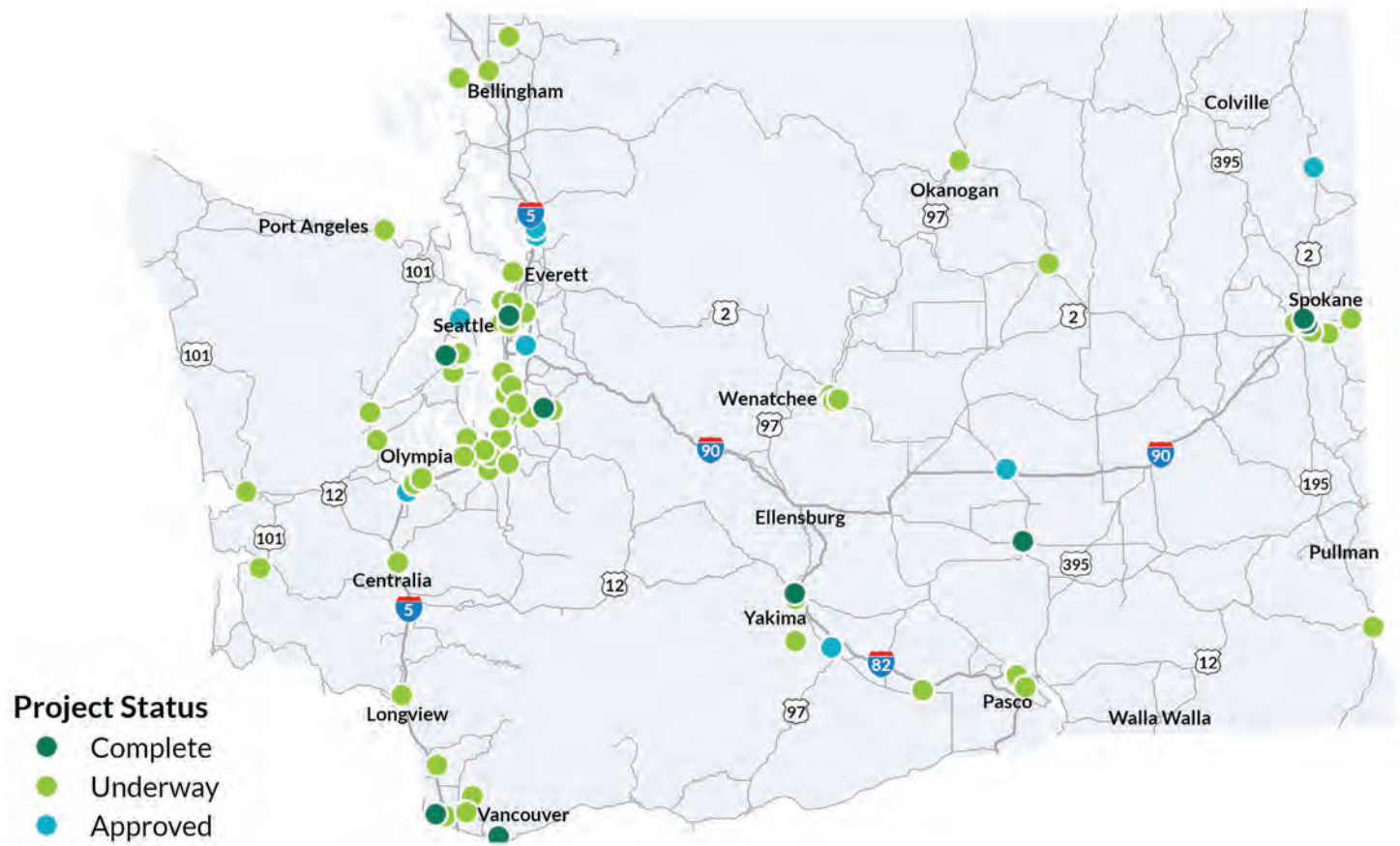


Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2023	Auburn	47	Lea Hill SRTS	\$782,477	Underway
2021	Bellevue	48	NE 18th and NE 21st Streets SRTS	\$790,000	Approved
2021	Bellingham	42	Parkview Elementary SRTS	\$1,620,000	Underway
2023	Bike Clark County	17, 18, 49	Bike Clark County Active Transportation Empowerment Program for Evergreen and Vancouver School Districts	\$246,250	Underway
2017	Bothell	1	188th St Non-motorized Improvements	\$672,600	Underway
2017	Bremerton	35	Kitsap Lake Elementary SRTS	\$1,754,348	Complete
2019	Bremerton	23, 26, 35	Bremerton School Zone Safety Improvements - Safe Routes to Schools	\$244,000	Underway
2022	Bremerton	26	View Ridge Elementary - Almira Drive Safe Routes to School Project	\$4,155,000	Underway
2023	Burien	34	SW 116th St School Crossing Improvements (8th Ave SW - 10th Ave SW)	\$639,000	Approved
2023	Centralia	20	Washington Elementary and Oakview Elementary Student Safety Project	\$2,242,270	Underway
2015	Chelan County	12	South Wenatchee Pedestrian Safety Improvements, Phase II	\$131,600	Underway
2022	Clark County	49	Hockinson Elementary School Flashers and Crosswalk Project	\$389,000	Underway
2023	Clark County	49	Truman Elementary School Safety Improvements (NE 40th Ave/NE 49th St-NE 42nd Ave-NE 44th St; NE 47th Ave-NE 45th Pl)	\$904,000	Underway
2023	Clarkston	9	Holy Family Catholic School Pedestrian Safety Improvements	\$3,548,820	Underway
2023	Clarkston	9	Grantham Elementary School Pedestrian Safety Improvements	\$1,909,060	Underway
2023	Coulee Dam	12	Columbia Ave (SR 155) & Douglas Ave and Crest Dr RRFBs and River Dr (SR 155) School Zone Beacons SRTS	\$392,886	Underway
2021	Covington	47	Timberlane Way Active Transportation	\$555,085	Complete
2023	Des Moines	33	North Hill Elementary Walkway Improvements	\$3,000,000	Underway

Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
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	Underway
2023	Fife	25	62nd Ave E Multimodal Improvements	\$3,092,080	Underway
2023	Harrah	14	Branch Road Sidewalk	\$1,201,220	Underway
2021	Hoquiam	24	SR 109/US 101 Bike Lanes and Sidewalks	\$1,440,000	Underway
2023	Kalispel Tribe of Indians	7	Camas Learning Center - Cusick School District Pedestrian Facilities	\$780,947	Approved
2021	Kelso	19	Huntington Middle School Safety	\$658,000	Underway
2022	Kelso	19	Ped and Bicycle Safety Improvements Allen St 225 ft west of N. Kelso Dr to Crescent Dr	\$935,000	Underway
2023	Kenmore	46	Arrowhead Dr (NE 151st St - 64th Ave NE) Sidewalks	\$1,997,455	Underway
2023	Kenmore	46	NE 192nd St (73rd Ave NE - 75th PI NE) Sidewalk & Bike Lane	\$760,900	Underway
2023	Kennewick	8	S Conway Place (W 4th Ave to 130 S Conway Place) School Zone and Safe Route to Westgate Elementary School	\$751,232	Underway
2022	Kent	33, 47	Safe Routes to School – School Zone Flashers	\$397,800	Underway
2023	Kent	33	Meeker Street and 64th Ave S Transit & Non-Motorized Intersection Improvements	\$1,880,000	Underway

Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2023	King County	34	Highline School District - 8th Ave SW from SW 100th St to SW 108th St Design SRTS Project	\$780,400	Underway
2023	Kitsap County	23	Perry – Stone to Sheridan	\$3,207,305	Underway
2023	La Center	18	4th Street and Highland Road Traffic Signal SRTS	\$966,196	Underway
2021	Lakewood	29	112th St. SW – Clover Park High School Sidewalk	\$656,000	Underway
2021	Lakewood	29	Farwest Dr. SW	\$1,336,000	Underway
2023	Lakewood	28	112th St SW – Lake Louise Elementary School Sidewalk – Farwest Dr to Holden Rd	\$1,142,720	Underway
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	SR 516 Pedestrian Crossing Enhancement, east of SE Bear Blvd	\$326,250	Underway
2021	Marysville	38	Cascade Elementary SRTS	\$599,089	Approved
2021	Marysville	38, 39	Shoultes Elementary SRTS	\$394,073	Approved
2023	Marysville	38	Marysville Middle School - 49th DR NE (South of Grove St) SRTS	\$412,740	Approved
2023	Marysville	38	Cascade Elementary - 100th ST NE (Shoultes RD to 51st Ave NE) SRTS	\$783,821	Approved
2023	Moses Lake	13	Nelson Road Corridor Pedestrian Improvement	\$2,206,937	Approved
2019	Mountlake Terrace	1, 32	216th and 220th	\$468,194	Underway
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

Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2023	Olympia	22	NW and SW Neighborhood Bike Boulevard SRTS	\$837,900	Approved
2021	Othello	9	Scootney & 14th Wahitis Elementary Safety	\$418,500	Complete
2023	Pasco	9	Sandifur Parkway/ Road 90 and Argent Road/ Road 88 Pedestrian Crossings	\$1,038,408	Underway
2021	Pierce County	25	104th Street East	\$1,336,000	Underway
2021	Pierce County	29	168th Street East	\$741,000	Underway
2023	Pierce County	25	Safe Routes to School – 136th St E (97th Ave E to SR-161)	\$277,000	Underway
2023	Port Orchard	26	Sidney Rd Non-Motorized Improvements (SR-16 to Hovde)	\$1,394,750	Underway
2023	Poulsbo	23	Noll Road SRTS Improvements	\$875,000	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	All Kids Bike Kindergarten Program	\$542,022	Underway
2019	Sequim	24	N Sequim Avenue Sidewalk and Bike Lanes	\$1,098,000	Underway
2021	Shelton	35	SRTS Crosswalk Improvements	\$770,103	Underway
2019	Shoreline	32	Ridgecrest Elementary Pedestrian Crossing Improvements and School Speed Zone Flashers	\$467,700	Complete

Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
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	Bemiss Elementary Walk Route	\$717,635	Complete
2021	Spokane	3	Nevada/Joseph Pedestrian Hybrid Beacon	\$485,027	Complete
2021	Spokane	3	Finch Elementary Walk Route	\$692,923	Underway
2021	Spokane	3	Shaw Middle School - Garland Avenue Pathway	\$1,228,528	Underway
2023	Spokane	3, 4	Scott Elementary Sidewalk	\$1,665,802	Underway
2023	Spokane	3	Stevens Elementary Walk Route	\$1,158,037	Underway
2022	Spokane County	4	Otis Orchard Elementary School SRTS Project	\$623,000	Underway
2022	Spokane Valley	4	Arterial Sidewalk and Bicycle Improvements on Bowdish Road between 12th and 22nd Avenues	\$1,668,500	Underway
2021	Tacoma	29	Manitou Elementary SRTS	\$543,091	Underway
2023	Tacoma	29	Baker Middle School Safe Routes to School	\$1,469,658	Underway
2022	Thurston County	22	Pleasant Glade Elementary Pedestrian Improvements SRTS	\$1,440,000	Underway
2023	Toppenish	15	Jackson Street and Juniper Street Improvements	\$154,010	Approved
2023	Tumwater	22	2nd Avenue Pedestrian & Bicycle Improvements	\$2,115,000	Approved
2023	University Place	28	UP School Crosswalk Safety Improvements	\$1,207,900	Underway
2019	Vancouver	49	NW Neighborhood Connectivity Improvements	\$500,000	Complete
2013	Washougal	18	Jemtegaard Trail Improvements	\$599,305	Complete
2019	Wenatchee	12	Methow Street Improvements	\$786,600	Underway

Table 7: Safe Routes to School project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2023	Wenatchee	12	Orchard Middle School - Sunset Ave Improvements	\$628,000	Underway
2023	Wenatchee	12	Crawford and Okanogan Intersection Improvements	\$1,965,500	Underway
2023	WSDOT Active Transportation	All	Local Agency Active Transportation Capacity Building	\$2,950,000	Underway
2021	WSDOT NC Region (Okanogan County)	7	SR 155 Omak East School	\$1,412,700	Underway
2021	WSDOT SW 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	Complete

Pedestrian/Bicyclist Program project status 2013-2024

The map and table below show the status of Pedestrian/Bicyclist Program projects from 2013 to 2024. Projects documented as complete in prior reports are not included here.

Pedestrian/Bicyclist Program projects by project status. Includes projects with a status change in the past year.

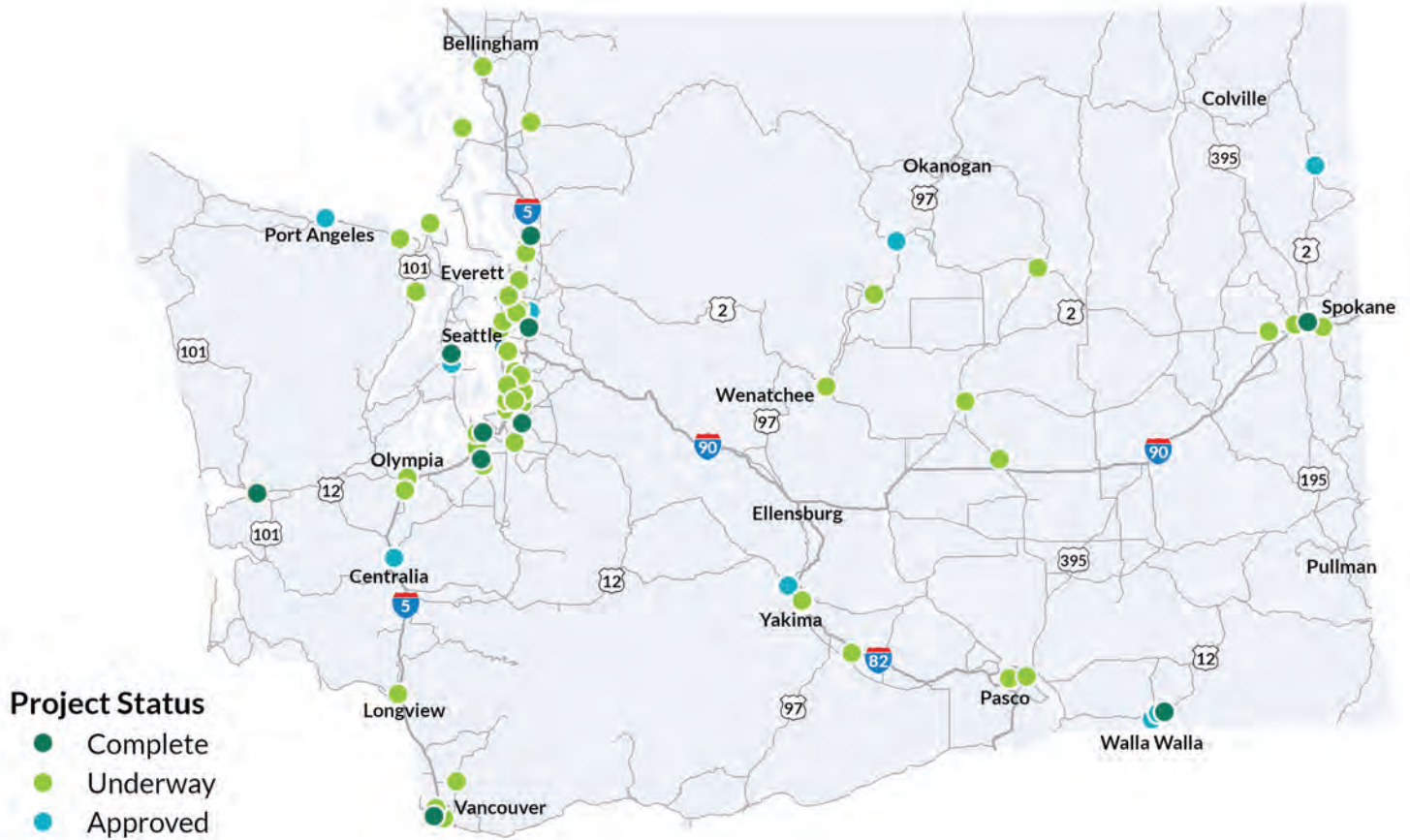


Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2019	Aberdeen	19	SR 105 Pedestrian and Bicycle Improvements	\$364,000	Complete
2022	Airway Heights	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	Complete
2021	Auburn	31	Riverwalk Drive SE Non-Motorized	\$635,000	Complete

Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2017	Battle Ground	31	SR 503 Shared Use Pathway	\$906,707	Underway
2022	Bellingham	42	West Illinois Pedestrian & Bicycle Safety Improvements	\$1,357,000	Underway
2019	Bremerton	26	Naval Ave: 1st St-15th St Pedestrian and Bicycle Enhancements	\$619,400	Complete
2023	Chelan	12	US 97A Lakeside Trail - Water St to West Woodin Ave	\$3,001,931	Underway
2015	Clark County	49	Highway 99 Pedestrian/Bicycle Improvements	\$725,000	Underway
2023	College Place	16	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
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
2021	Federal Way	30	S 288th St Road Diet - Military Rd S to 34th Ave S	\$1,000,000	Underway
2023	Granger	15	Granger Roundabout at 3rd Street and SR223 and Associated Pedestrian Improvements	\$3,226,300	Underway
2019	Jamestown S'Klallam	24	ODT Old Olympic Highway to Blyn Road- Design Only	\$105,282	Underway
2023	Jamestown S'Klallam Tribe	24	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	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

Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
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	80th Ave NE (SR522-NE 185th St) Sidewalk and Bike Lane Project	\$2,222,636	Underway
2023	Kennewick	8	Keen Trail Extension from N Steptoe Street to N Center Parkway	\$2,339,819	Underway
2021	Kent	33, 47	Rectangular Rapid Flash Beacons	\$1,163,588	Underway
2022	Kent	11, 33	Pedestrian Hybrid Beacon (PHB) on 108th Ave SE at the Kent Panther Lake Library (20600 block)	\$875,420	Underway
2023	Kent	33	Meeker Street – Kent Elementary Separated Bikeway	\$1,807,000	Underway
2023	Kent	33	SR 99 Pedestrian Hybrid Beacon at 24800 to 25000 Block	\$559,000	Underway
2017	King County	37	Renton Avenue Sidewalks – Phase 3	\$590,000	Underway
2021	King County	37	Renton Avenue South Sidewalks - Phase III	\$2,000,000	Underway
2019	Kirkland	45,48	Rose Hill Greenway Network Implementation & Enhancement – 128th Ave NE Greenway + NE 75th & 120nd Ave NE Raised Intersection	\$692,000	Complete
2021	Lakewood	29	Pine St. Sidewalk and Pedestrian Crossing	\$883,000	Underway
2021	Lynnwood	32	Scriber Creek Trail	\$1,750,000	Underway
2023	Lynnwood	32	Scriber Creek Trail Phase 3	\$1,625,000	Approved
2021	Marysville	38	80th St NE Non-Motorized	\$498,252	Complete
2023	Moses Lake	13	SR-17 & Stratford Road Interchange Pedestrian Improvement	\$685,088	Underway

Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2022	Olympia	22	4th Avenue and Plum Street Pedestrian and Bike Improvements PBP Project	\$1,269,000	Underway
2021	Pasco	16	Sylvester Street Safety	\$2,675,800	Underway
2023	Pasco	16	Sylvester Street Overpass Pedestrian/ Bicycle Access	\$3,357,000	Underway
2023	Pateros	12	Highway 97 Pedestrian Crossing & Pathway PBP - Development/Design Only	\$99,219	Approved
2019	Pierce County	29	Parkland Community Trail	\$425,000	Complete
2023	Port Angeles	24	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	Complete
2023	Port Orchard	26	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
2022	SeaTac	33	Airport Station Area Pedestrian Improvements - 32nd Avenue South, South 176th Street, and South 180th Street	\$3,000,000	Underway
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	Pedestrian Scale Lighting (Chinatown, International District, & Little Saigon neighborhoods) Seattle	\$2,556,000	Approved
2023	Snohomish County	21	128th St SW: 8 Ave W to Interurban Trail Multimodal Improvements	\$900,000	Underway

Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2019	Soap Lake	12	Daisy Street Pedestrian Crossing Improvements	\$63,400	Underway
2021	Spokane	3	Greene/Carlisle Crosswalk	\$1,278,861	Complete
2023	Spokane	3	Lincoln Street Restripe from Summit to Sinto	\$3,620,356	Underway
2023	Spokane	3	Maxwell Bike Lanes from Augusta to Walnut	\$1,470,070	Underway
2022	Spokane Valley	4	Sprague Avenue Pedestrian Hybrid Beacon – Appleway Trail connection from City Hall to Balfour Park	\$556,000	Underway
2023	Sumner	31	Fryar Avenue Shared Use Path	\$5,328,450	Underway
2017	Tacoma	27	Fawcett Avenue: South 19th to South 21st	\$1,013,290	Complete
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	Ahtanum Road Pedestrian Railroad Crossing	\$1,949,025	Underway
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	Complete
2017	Walla Walla	16	Isaacs Avenue Improvements – Division St to Link St	\$865,720	Complete
2023	Walla Walla	16	Pine Street-2nd Avenue to 9th Avenue	\$1,224,302	Approved
2023	Wenatchee	12	North Wenatchee Ave Shared-Use Trail - Phase 1	\$2,134,659	Underway

Table 8: Pedestrian/Bicyclist Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2023	Woodinville	45	Eastrail Shared Use Trail and Bridge – Sammamish River Trail to Woodinville Snohomish Road	\$2,250,000	Approved
2023	WSDOT Active Transportation	All	Local Agency Active Transportation Capacity Building	\$2,835,000	Underway
2019	WSDOT NW Region	10,39,40	US Bicycle Route Wayfinding Signage	\$150,000	Underway
2022	WSDOT NW Region	46	Northgate Way Pedestrian Safety and Comfort Improvements	\$1,734,000	Underway
2023	WSDOT Olympic Region	25, 28, 29	SR 7 Pedestrian Crossing Improvements	\$2,257,115	Underway
2021	WSDOT SW Region (Centralia)	20	SR 507 Pedestrian/Bicycle Safety	\$988,000	Approved
2017	WSDOT-HQ	N/A	Pilot Cities for Permanent Bike/ Pedestrian Counter Methodology Comparison	\$197,000	Underway
2023	Yakima	14, 15	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

Sandy Williams Connecting Communities Program project status 2022-2024

The map and table below show the status of the Sandy Williams Connecting Communities Program projects from 2022 to 2024. All projects funded since 2022 are shown in Figure 6.

Projects funded by the Sandy Williams Connecting Communities Program between 2022 and 2024.



Table 9: Sandy Williams Connecting Communities Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2024	Aberdeen	19	US 101 Safety Improvement Project	\$800,000	Underway
2023	Airway Heights	6	US 2 Active Transportation Improvements	\$2,000,000	Underway
2024	Airway Heights	6	US 2 Pedestrian & Multimodal Enhancement Project Phase 1	\$850,000	Approved
2023	Jamestown S'Klallam	24	Alternate route for SR 101: Dungeness River Truss - Olympic Discovery Trail	\$250,000	Approved

Table 9: Sandy Williams Connecting Communities Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2024	Jefferson County	24	SR 19 Rhody Drive Ped-Bike Improvements - South Segment	\$260,000	Approved
2023	Kent	33	Willis Street Road Diet	\$683,000	Underway
2024	Moses Lake	13	SR 17 Shared Use Path - Patton Blvd to Grape Drive	\$2,000,000	Approved
2024	Othello	15	SR-26 Community Trail	\$910,000	Underway
2023	Pasco	8, 15	Sylvester St/SR 395 Bike and Pedestrian Overpass	\$373,000	Approved
2024	Shelton	35	Cross-town Trail, Phase 2	\$275,000	Approved
2024	Tacoma	29	Pedestrian Mobility & Safety Improvements at South 56th St and Pacific Ave (SR 7)	\$650,000	Underway
2023	TRPC	2, 22	Martin Way Crossing Strategy	\$700,000	Underway
2024	Vancouver	49	Vancouver Plaza Drive Enhanced Pedestrian Crossing	\$425,000	Approved
2024	Walla Walla	16	9th Ave / SR 125 Pedestrian Crossing Study	\$450,000	Underway
2023	WSDOT NC Region (Omak/ Colville Reservation)	7	SR 155 Active Transportation Access	\$1,500,000	Underway
2023	WSDOT NC Region (Omak/ Okanogan/ Colville Reservation)	7	Omak to Okanogan Ped/Bike Feasibility Study	\$750,000	Underway
2023	WSDOT NW Region	37	Judkins Park Station -I-90 Reconnecting Communities	\$2,000,000	Underway
2024	WSDOT NW Region (Bellingham)	42	SR 539 / Guide Meridian Complete Streets Pre-Design	\$600,000	Underway
2024	WSDOT NW Region (Lynnwood)	32	SR 99/Lynnwood and Unincorporated Snohomish County Pre-Design Study	\$800,000	Underway

Table 9: Sandy Williams Connecting Communities Program project status 2013-2024

Award year	Location	Leg dist.	Project	Award	Project status
2024	WSDOT NW Region (Mount Vernon)	40	SR 538 Leigh Way Vic to SR 9 Paving	\$500,000	Underway
2023	WSDOT NW Region (SeaTac area)	11, 33	SR 518/SR 99 Interchange Active Transportation Improvements	\$850,000	Underway
2023	WSDOT NW Region (Skyway area)	11, 37	SR 900/57th Ave S to S 135th St - Pedestrian and Safety Improvements	\$1,000,000	Approved
2024	WSDOT SC Region (Moxee)	13	Moxee Trail	\$1,600,000	Approved
2023	WSDOT SC Region (Yakima)	14, 15	Heritage Connectivity Trails - Advancing Mobility and Communities	\$300,000	Underway
2023	WSDOT SW Region (Centralia)	20	SR 507/Skookumchuck River to Thurston Co Line - Pavement Rehab	\$200,000	Approved
2024	WSDOT SW Region (Kelso)	19	SR 4/Crawford Bridge Pedestrian Illumination	\$885,000	Underway
2024	WSDOT Active Transportation		Contingency	\$639,000	Approved

APPENDIX B: PROGRAM BENEFITS TO VULNERABLE POPULATIONS IN OVERBURDENED COMMUNITIES

Environmental justice requirements

Move Ahead Washington lists requirements for Climate Active Transportation Account-funded projects to provide direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities.

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:

- 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 and 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.

Investments meet environmental justice goals

Identification of prioritized projects considers high equity need. The analysis prioritized projects in tribal areas identified in the Geographic Information System data WSDOT maintains and that is based on data from the US Census modified with direct input from tribal governments. The review process also utilized the Sandy Williams Connecting Communities Equity Analysis Tool and the [Overburdened Communities of Washington State | Washington State Geospatial Open Data Portal](#) map that state agencies are directed to use under executive order 24.11. That latter analysis summarized results for overburdened communities ranked at 9 or 10.

The PBP, SRTS Program, SWCCP, Bicycle Education Program, and E-bike Programs all consider how the potential project investments would serve overburdened communities as funding prioritization is considered.

SRTS and PBP

For the 2025-27 PBP and SRTS application cycle WSDOT increased the weighting for equity criteria to 25 percent for infrastructure projects. Safety and equity together make up 65 percent of the total 100 percent consideration. As a part of those projects the

newly implemented Active Transportation Assistance Program further supports equity by choosing local and tribal partners who will work to development SRTS and PBP projects in high equity needs areas. The expectation is that the resulting fully designed active transportation projects would be awarded additional funding for project construction. \$17.031 million from these WSDOT funding programs (\$8.882 million PBP, \$8.149 million SRTS, supporting ~5 projects and ~4 projects, respectively) is recommended in the ranked PBP and SRTS project lists, for ATAP construction awards in the 2025-27 biennium. All of these will serve overburdened communities.

About 48 percent of the Safe Routes to School and 58 percent of the Pedestrian/Bicyclist Program applications received proposed improvements in overburdened communities. All together and including the Active Transportation Assistance program, a little more than half of applications reviewed (52.9 percent)

are for improvements in overburdened communities. WSDOT received one tribal government submittal for Safe Routes to School and four for the Pedestrian/Bicyclist Program.

Among projects above the anticipated funding line approximately 50 percent of SRTS projects and 83 percent of PBP projects would serve overburdened communities. Considering the projects recommended for funding in both programs together, 36 projects (64 percent) are located in an overburdened community and 6 projects (10.7 percent) will be awarded to tribal governments. This includes two projects in the Active Transportation Assistance Program

The table below shows how the prioritized projects for SRTS and PBP would meet the requirements for targeted overburdened communities investments under Move Ahead Washington and an equity funding goal established in the Active Transportation Plan that also represents a goal expressed in the HEAL Act. All amounts are in millions.

Table 10: Safe Routes to School and Pedestrian/Bicyclist Program Investments – Tribal Benefits and Overburdened Communities Benefits.

Program	Expected Climate Commitment Act Funding	Tribal benefits 10%	Overburdened community benefits: 35%	Expected Multimodal Account	Expected Federal Safe Routes to School Funds	Total Expected All Sources	40% goal in Active Transportation Plan and HEAL Act
Safe Routes to School	\$34.00	Goal: \$3.4 Actual: \$0 (0%)	Goal: \$11.9 *Actual: \$33 (97%)	\$8.50	\$12.00	\$54.50	Goal: \$13.6 Actual: \$33 (61%)
Pedestrian/Bicyclist Program	\$27.50	Goal: \$2.75 *Actual: \$5.429 (20%)	Goal: \$9.63 *Actual: \$42.385 (100%)	\$23.90	N/A	\$51.40	Goal: \$11 Actual: \$42.385 (82%)
Combined Total	\$61.50	Goal: \$6.15 *Actual: \$5.429 (9%)	Goal: \$21.53 *Actual: \$75.385 (100%)	\$32.40	\$12.00	\$105.90	Goal: \$24.6 Actual: \$75.385 (71%)

* Assumes all projects prioritized above the anticipated funding line are funded and all projects that benefit overburdened communities or tribes are awarded CCA funding.

** The actual tribal benefit of \$5.429 does not include the approximate \$4 million anticipated from the Active Transportation Assistance Program which would put the program over the tribal benefit goal.

Projects identified for the Overburdened Community Benefits column are located completely or partially in census tracts that have a ranking of 9 or 10 on the Overburdened Communities Map. Projects identified in this table as benefiting tribal communities represent applications from tribal governments. WSDOT did receive other applications that would provide a tribal benefit but did not rank above the anticipated funding level.

Sandy Williams Connecting Communities Program

Eligible SWCCP projects are those that meet criteria for high equity need and are on or adjacent to tribal lands or locations providing essential services to tribal members. The project review process is weighted to select communities where there is:

- High housing and transportation costs
- Low household incomes
- Residents with few healthy food choices and higher rates of hospitalization
- Black, Indigenous, Asian and Pacific Islander, Hispanic/Latine and other communities of color
- Linguistically Isolated communities
- People with disabilities
- Communities with disproportionate exposure to pollutants
- A history of crashes for pedestrians, people using mobility devices and people on bikes

There are several ways to identify which communities or geographic areas are eligible. WSDOT developed the Sandy Williams Connecting Communities Program Equity Needs Viewer. This brings together data to understand the level of equity need, comprised of the social, economic and transportation indicators of communities near the project location. The program prioritizes projects in Very High and High Equity Need areas for funding, as well as designated Overburdened Communities. The Office of Financial Management describes Overburdened Communities as census tracts ranking 9 or 10 on the Environmental Health Disparities map, areas characterized as disadvantaged on the federal Climate Economic Justice Screening Tool and census tracts that are fully or partially on

Indian Country as defined in 18 U.S.C. Sec. 1151. The SWCCP has a goal of 100 percent of investments to high equity need communities. Most, 86 percent of SWCCP investments will go to overburdened communities and 100 percent will go to high equity need communities as defined by the SWCCP.

School-Based Bicycle Education Program

This program implemented in partnership with the Cascade Bicycle Club also emphasizes equity need investments. Outreach events are conducted with a range of professionals who work with children and youth both in and out of the school system. This includes school district administrators, ESD administrators, OSPI administrative staff, and community-based organizations focused on recreation or bicycling. All those engaged in outreach events are invited to apply to become program partners and are supported in their application process. Events and partners are identified through analysis and prioritization of equity criteria defined in RCW.47.04.390 section 4. Cascade Bicycle Club has developed an equity score card tool to support this identification and prioritization.

The Equity Scorecard inputs data from 5 sources:

1. Overburdened Communities of Washington State
2. OSPI School Demographics and Locations
3. WSDOT Pedestrian and Bicycle Crash Data
4. GIS Mapping of school location
5. Environmental Health Disparities

The equity scorecard can then be used to guide decisions regarding:

1. Priority outreach to school districts or CBOs for program improvement and growth
2. Schools that will be included in the Bicycle and Equipment Program that provides bikes and equipment to participating youth.
3. Geographic growth within an ESD, LSD, or CBO footprint
4. Additional or augmented support for a school (e.g.: a classroom helper during PE class)

At least 56 percent of participants come from overburdened communities.

E-Bike Rebate Program and Lending Library Program

The e-bike rebate program will provide rebates to qualifying persons who purchase e-bikes, equipment and services. At least 60 percent of funding available for rebates will go to persons residing in households with incomes at or below 80 percent of the county area median income where they live.

The e-bike lending library has not yet been established but will be developed to ensure that as least 35 percent of the funding will serve overburdened communities and at least 10 percent of that will serve tribal communities.

APPENDIX C: APPLICATION PROCESS FOR THE SAFE ROUTES TO SCHOOL AND PEDESTRIAN/ BICYCLIST PROGRAMS

Application and selection cycle

The Safe Routes to School and the Pedestrian/ Bicyclist Programs are highly competitive, with much more funding requested than is anticipated to be available in each cycle. The application and selection cycle used to prioritize projects for funding involves the following steps:

1. Intent to apply survey,
2. Outreach and technical assistance upon request
3. Open call for projects.
4. Distribution of information about the programs to potential recipients.
5. Rigorous technical evaluation.
6. External Review Committee input
7. In-Person or Virtual Site Visits for selected applicants
8. Finalizing project ranking recommendations and developing legislative report
9. Delivering funding awards to successful applicants so they can begin their projects.

Following each cycle WSDOT staff review the process outcomes and recommendations from an external review committee and apply 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 launches with specific evaluation criteria identified.
2. March-April – Webinar explaining process for potential applicants.
3. May-June – Deadlines for applications from public agencies and tribes.
4. June-August – WSDOT staff and external committee members review/rank applications based on evaluation criteria communicated during the call for projects.

5. September-October – Site visits to top-tier projects and others identified for additional review. Legislative report/ranking list of projects drafted.
6. Dec. 1 – WSDOT submits ranked list of projects to Legislature, indicating how many fall within the projected funding level.

Odd-numbered years

1. Spring – Legislature sets funding level.
2. June – WSDOT confirms project details and awards projects.
3. Fall – Collision and equity data analysis for next application and outreach cycle.
4. Fall – Outreach to cities, counties, and tribes prioritized based on data analysis. Technical assistance available from WSDOT staff up until call for projects is released the following spring.
5. Dec. 1 – WSDOT submits report to the Legislature on project activities with information on whether projects are completed, under way, or not yet started.

Note: The Active Transportation Assistance Program funded to begin in the 2023-25 biennium is ongoing and supports planning and project development throughout the year.

Application review

Demographic data

When WSDOT receives project applications, staff analyze demographic data for all projects using the [Sandy Williams Connecting Communities Equity Score](#). They also assess how Safe Routes to School projects serve communities based on the demographics of the children served, with information sourced from OSPI Report Card data. Staff also refer to the [Official Data on Overburdened Communities map](#) as required under executive order 24.11.

The applicant decides which projects within their jurisdiction they will submit. Not all applications received for the 2025-27 cycle were at locations that ranked high on the equity criteria identified in the call for projects. Out of 206 projects evaluated for the two programs, 109 ranked a 9 or 10 in the overburdened community's map.

For the 2025-27 SRTS/PBP grant cycles WSDOT increased the weighting for equity criteria to 25 percent for infrastructure projects. Safety and equity together make up 65 percent of the total 100 percent consideration.

WSDOT identified the top-tier projects based on the review criteria defined in the call for projects. This included consideration for projects with high equity need and projects in tribal areas identified in the Geographic Information System data WSDOT maintains, which is based on data from the US Census modified with direct input from tribal governments. WSDOT also completed a second analysis using the [Official Data on Overburdened Communities](#) map. That analysis summarized results for overburdened communities ranked at 9 or 10.

Review criteria

There are three different types of projects associated with the two programs. They each have slightly different review criteria.

Infrastructure projects criteria

- Safety (Need and Project Effectiveness) – Up to 40 percent of consideration
- Equity (Highest Equity Need Census Tract and Community Engagement) – Up to 25 percent of consideration
- Mobility with Consideration for Equity – Up to 10 percent of consideration
- Deliverability/Other – Up to 10 percent of consideration
- Value – Up to 10 percent of consideration
- Geographic Diversity – Up to 5 percent of consideration

Development/Design-Only project criteria

- Safety (Need) – Up to 25 percent of consideration
- Project Quality – Up to 20 percent of consideration
- Equity – Up to 20 percent of consideration
- Mobility with Consideration for Equity – Up to 10 percent of consideration
- Deliverability/Other – Up to 10 percent of consideration
- Value - Up to 10 percent of consideration
- Geographic Diversity – Up to 5 percent of consideration

Education/Encouragement only projects criteria

- Safety (Need) - Up to 25 percent of consideration
- Project Quality - Up to 20 percent of consideration, based on quality and detail provided in the proposed budget as well as potential effectiveness of the education or encouragement activities
- Equity - Up to 20 percent of consideration
- Deliverability/Other - Up to 10 percent of consideration
- Value - Up to 10 percent of consideration, potential number of students reached
- Geographic Diversity - Up to 5 percent of consideration

Site reviews

In 2024, WSDOT staff conducted site reviews for the highest scoring projects. The site reviews provided an opportunity to get clarification about the projects and for WSDOT staff to provide suggestions intended to improve application quality and deliverability.

Most applicants included in the site reviews adopted this Practical Solutions approach and adjusted their proposals at this stage; others chose not to. These adjustments resulted in changes to the total project cost and amount requested as applicants adjusted design and associated budget to improve the project quality/deliverability. This ultimately resulted in an increase in total amounts requested, which has been the norm in previous cycles at this stage of the process.

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ATAP	Active Transportation Assistance Program
ATD	Active Transportation Division
ATP	Active Transportation Plan
BEP	Bikes and Equipment for Participants
CCA	Climate Commitment Act
CTR	Commute Trio Reduction
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

Table 11: Websites featured

Active Transportation Plan	https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plan
Sandy Williams Connecting Communities Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program
Safe Routes to School Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program
Pedestrian/Bicyclist Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program
WSDOT Active Transportation Programs Design Guide	https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf
WSDOT Complete Streets	https://wsdot.wa.gov/construction-planning/complete-streets

TITLE VI NOTICE TO PUBLIC, AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION

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.

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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

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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 o 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

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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

العنوان 6 إشعار للجماهير

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

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

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

Arabic - أَرَبِيَّة

خدمة الترجمة

إذا كنت تواجه صعوبة في فهم اللغة الإنجليزية، يمكنك طلب خدمات الترجمة مجاناً عن طريق الاتصال بالرقم 360 (705-7921) أو إرسال بريد إلكتروني إلى: PubTrans@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: PubTrans@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：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。

