



Active Transportation Funding Programs Legislative Report

UPDATE ON PROGRAM AND
PROJECT STATUS



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INTRODUCTION AND HIGHLIGHTS

About this document and WSDOT's Active Transportation Division

This document fulfills state legislative and budget direction to submit annual reports for the following programs and projects:¹

- Pedestrian/Bicyclist Program
- Safe Routes to School Program
- Sandy Williams Connecting Communities Program
- Statewide School-Based Bicycle Education Program
- E-Bike Rebate Program
- E-Bike Lending Library Program
- Pedestrian and Bicyclist Emergent Safety Proviso Projects

It combines the reports into one document describing how WSDOT and its partners are implementing these programs to help more people walk, bike and roll comfortably and safely.

The WSDOT Active Transportation Division (ATD) oversees prioritization of projects with WSDOT Local Programs Division providing oversight of the projects and managing the funding of these programs in partnership with the WSDOT Active Transportation Division. In addition to the work described here, ATD also leads policy and process improvements to WSDOT's work in carrying out Complete Streets and other activities that implement the State Active Transportation Plan.

ATD supports projects and programs from local to statewide efforts through technical assistance, training, policy development, planning and partnership. ATD staff move transportation practice forward when they contribute expertise at the national level — another way Washington leads the nation in multimodal safety, accessibility and mobility policy.

ATD funding programs 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

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

Highlights

Accomplishments

- Within the past year, 32 funded projects completed construction, improving conditions for walking, biking and rolling in 30 communities.
- Another 153 projects are under way in 82 communities.
- Active Transportation Assistance Program (ATAP) funded 9 additional planning and project development projects.
- During the in-school and after-school bike safety education programs taught in 163 schools, 39,312 children learned bike skills and rules of the road.
- Of these students, 5,342 learned to ride a bike for the first time.
- In its pilot year, the WE-Bike e-bike rebate program helped 6,898 people purchase e-bikes.

¹ Reporting requirements: Pedestrian/Bicyclist and Safe Routes to School Program, [ESSB 5161, Section 311 \(4\)](#); Sandy Williams Connecting Communities Program, [RCW 47.04.380](#); School-Based Bicycle Safety Education Program, [RCW 47.04.390](#); E-Bike Rebate and Lending Library Programs, [ESSB 5161, Section 311 \(9\)](#); Pedestrian and Bicyclist Emergent Safety Proviso Reports, [ESSB 5161, Section 311 \(14\)](#).

- More than 34 organizations responded to our interest application for the new E-Bike Lending Libraries Program.
- These programs significantly exceeded requirements under the Healthy Environment for All (HEAL) Act and Climate Commitment Act to invest in overburdened communities.²
- Our work resulted in an increase in the geographic diversity of places served by the programs with awards to 10 new communities and tribe.³

Safer roads, safer speeds and safer users

- The 2024 Target Zero update emphasized building safety into projects to produce safer roads and safer speeds: speeds that reduce the likelihood that travelers are exposed to or involved in a crash, while reducing the severity of crashes when they do happen.⁴ As a statewide plan, Target Zero provides context for our grantmaking.
- Past reports have shared program success in the form of reductions in post-project serious and fatal crashes. As we emphasize the proactive Safe System Approach (adopted as WSDOT policy in 2023), we're prioritizing places with road features similar to those where most fatal and serious injury crashes occur. We're updating program evaluation approaches to track these proactive investments and leading indicators (things built, taught, or provided that reduce the chance of a serious or fatal crash happening); we'll report more on this in the future.

Building capacity

- We published Quick Build Guidance for Active Transportation (described under Training and workforce development).
- We're updating guidance for program applicants that explains how ATD will evaluate active transportation design proposals at intersections and midblock crossings.
- ATD staff led 18 trainings related to their programs and technical expertise, reaching nearly 600 people⁵ and more who access recorded materials.
- We updated the WSDOT Design Manual with additional guidance for Complete Streets and active transportation projects on state routes.
- We published 11 editions of our Walk and Roll Newsletter that serves approximately 5,500 subscribers and others who access it via social media.

Better systems and service

- We launched a new application system to improve the applicant experience.
- We updated our database to include all roadway bike facilities on state routes, giving every Washington community more information when planning active transportation facilities.

² More detail in 2024 [Active Transportation Funding Programs Report, December 2024](#)

³ As required under budget proviso in HB1125, 2023

⁴ [Target Zero](#), 2024, is the federally required Strategic Highway Safety Plan.

⁵ Oct. 2024-Oct. 2025

Funding sources

Climate Commitment Act (CCA) revenues fund the majority of projects and programs delivered through the Active Transportation Division. The balance comes from the state multimodal account (MMA). Safe Routes to School also utilizes federal funding through the Transportation Alternatives Program (MVA-Fed).

The Legislature's first appropriation of CCA funds for active transportation projects appeared in the 2022 supplemental budget. The ATD analyzes project locations for compliance with requirements under the CCA and the HEAL Act that apply to grant programs. Within each program and collectively across the programs, selected projects meet or exceed requirements for investment in overburdened communities and benefits for vulnerable populations. WSDOT reports use of all CCA funds in a [dashboard](#) managed by the Department of Ecology.

Transportation for all of us

WSDOT is committed to providing safe, reliable and cost-effective transportation options to improve communities and economic vitality, helping everyone in Washington secure transportation access to pursue the life they want to lead. This means learning from the people we serve about their communities' needs and collaborating with partners on solutions that consider everyone's transportation.

The goal is to understand where barriers to transportation and opportunities exist. We use that information to work toward building and maintaining a transportation system that helps everyone thrive.

Government hasn't always designed transportation with everyone's needs in mind. At times, the focus has been on serving some and not others, which has contributed to the disparities between communities that exist today.

People who drive can always count on connected roads that get them where they need to go. However, when people are walking, biking and rolling they often encounter gaps in the parts of the transportation system designed for their use.

Some places have more pollution, more serious or deadly crashes, fewer sidewalks and bike paths than others. Residents facing more of these environmental harms suffer chronic and even fatal health issues and lose opportunities to thrive. In all these programs, we meet the requirements of the HEAL Act, the Climate Commitment Act and the Americans with Disabilities Act that are intended to reduce these harms. Together, these Acts require us to consider the needs of every Washingtonian. When we do this, we connect more people to more places allowing transportation options that work for their budgets, schedules, families and abilities.

When everyone can reach their destinations safely and efficiently, all of us benefit.

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

Overview

Many projects may be eligible for both programs. To simplify the process for applicants WSDOT runs one application system for both. This section combines information about the process, review criteria and lessons learned that are the same for each program. We provide information specific to each program below in the SRTS and PBP sections.

The application process is based on a two-year cycle. Applications are submitted and reviewed in even-numbered years and projects awarded in odd numbered years. ATD staff provide outreach, technical support and training to potential applicants.

Applications are prioritized based on:

- Whether they improve traveler safety, including factors associated with higher serious and fatal crash numbers
- Community characteristics that indicate reliance on active transportation and transit, disparate health outcomes, barriers to opportunity and economic need
- Improved mobility
- Deliverability
- Overall value
- Project quality
- Geographic diversity⁶

For more information refer to the [Safe Routes to School Program](#) and [Pedestrian/Bicyclist Program](#) web pages.

⁶ Beginning with the 2023-25 transportation budget appropriation in [ESHB 1125](#), Sec. 310 (3), the Legislature included this proviso: "For future rounds of SRTS/PBP grant selection, the department must re-evaluate the criteria to increase geographic diversity of jurisdictions consistent with the requirements of the HEAL act." This same language appears in the 2025-27 transportation budget, [ESSB 5161](#), Sec. 311(2)(c).

Funding

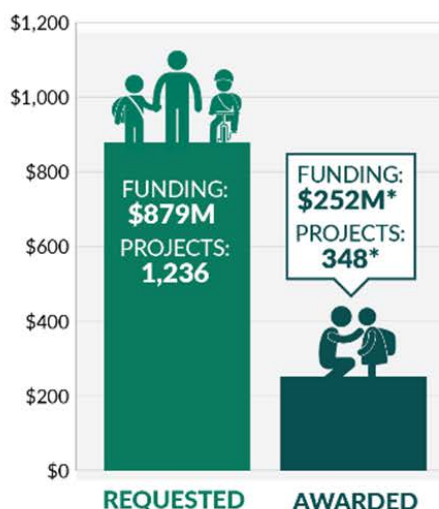
These programs are highly competitive, with much more funding requested than is anticipated to be available in any given cycle.

The CCA funds awarded to SRTS and PBP projects since 2022 (\$147.57 million) account for 30.7 percent of the total funding appropriated to these two programs (\$480 million) since they were started in 2005.

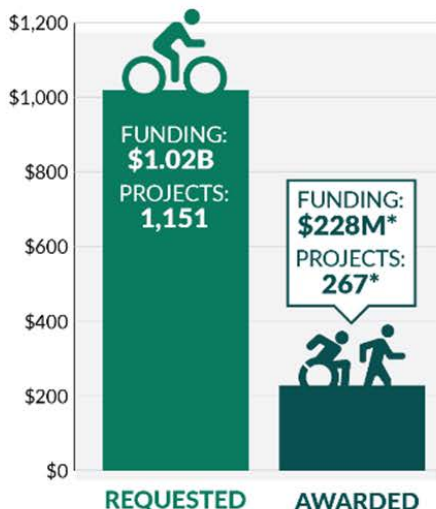
Figure 1: Safe Routes to School and Pedestrian/Bicyclist Program funding requested and funding received 2005-2027.

DOLLARS IN MILLIONS

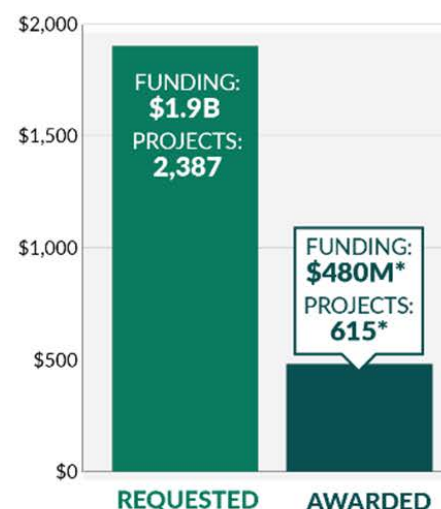
SAFE ROUTES TO SCHOOL PROGRAM



PEDESTRIAN/BICYCLIST PROGRAM



BOTH PROGRAMS



SAFE ROUTES TO SCHOOL

Overview

Since launching in 2005, the Safe Routes to School (SRTS) program has been improving the safety and mobility of children statewide. The purpose of the program as established in [RCW 47.04.300](#) is to:

- Enable and encourage children to walk, roll and bicycle to school.
- Make bicycling and walking safer and more appealing transportation alternative, encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

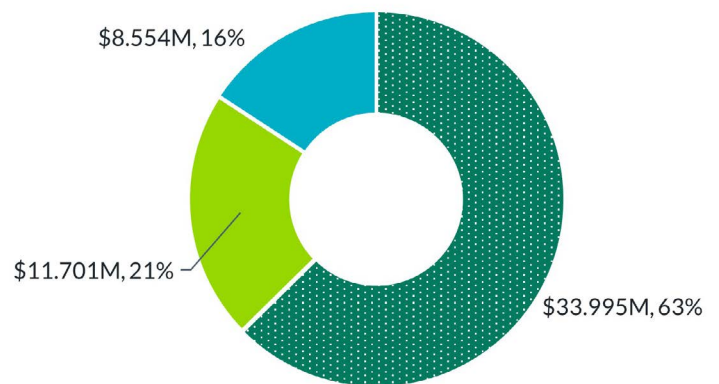
The program provides funding for infrastructure projects within two miles of a school serving children in kindergarten through 12th grade. It can fund design-only projects that allow agencies the opportunity to engage with communities and interested parties. The design-only projects allow agencies the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

Funding

For FY 2025-27, about two-thirds of newly appropriated funding for SRTS projects comes from Climate Commitment Act revenues (63 percent). The balance comes from federal funds (MVA-Fed, 21 percent) and the multimodal account (MMA-State, 16 percent).

Figure 2: Safe Routes to School percentage of newly appropriated funding by funding source.

**Safe Routes to School Percent Investment by Funding Source:
Climate Commitment Act, Multimodal Account, or Federal
Motor Vehicle Account, 2025 - 2027**



Project status summary and map

From the publication of our [2024 report](#) through September 2025, 19 SRTS projects have been completed. There are currently 69 projects underway, while 32 have been selected for funding and are awaiting initiation.

Projects reported here are among the 349 projects selected between 2005 and 2025, which also includes the 227 projects that have been reported as complete in previous reports. Only two projects have been cancelled during the life of the program. [Appendix A](#) provides more information.

Figure 3: Status of SRTS projects listed in this report as of September 2025. Projects documented as complete in prior reports are

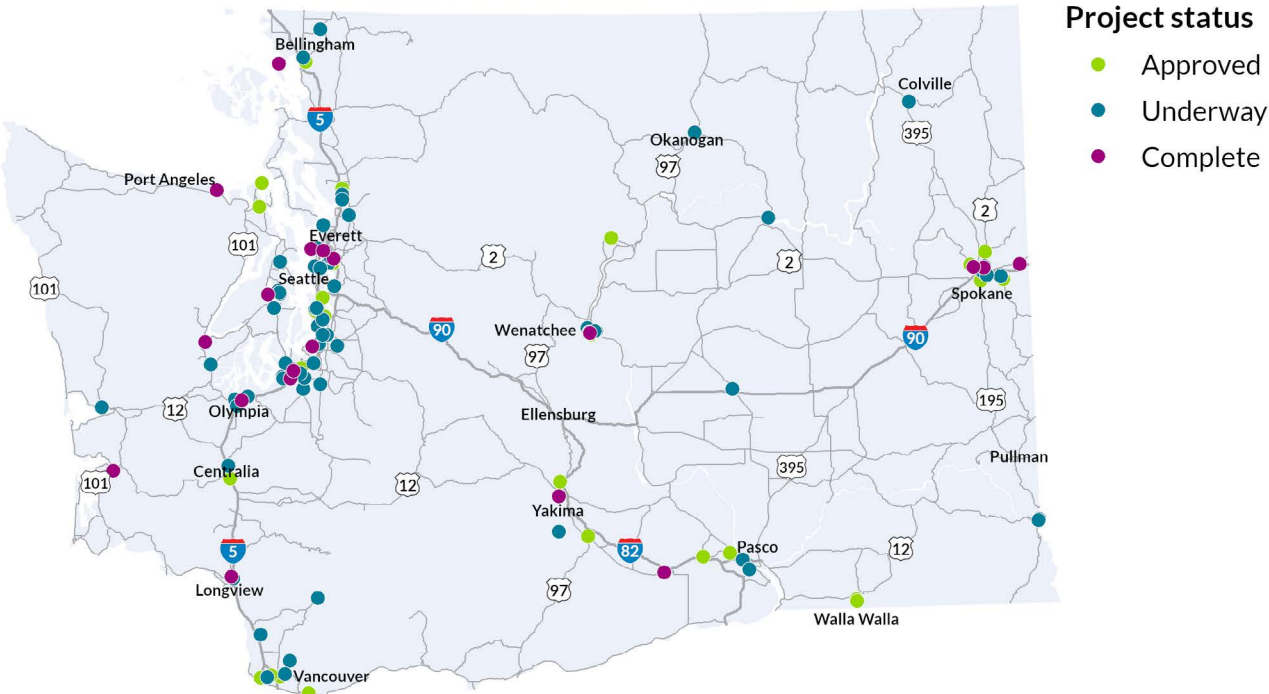
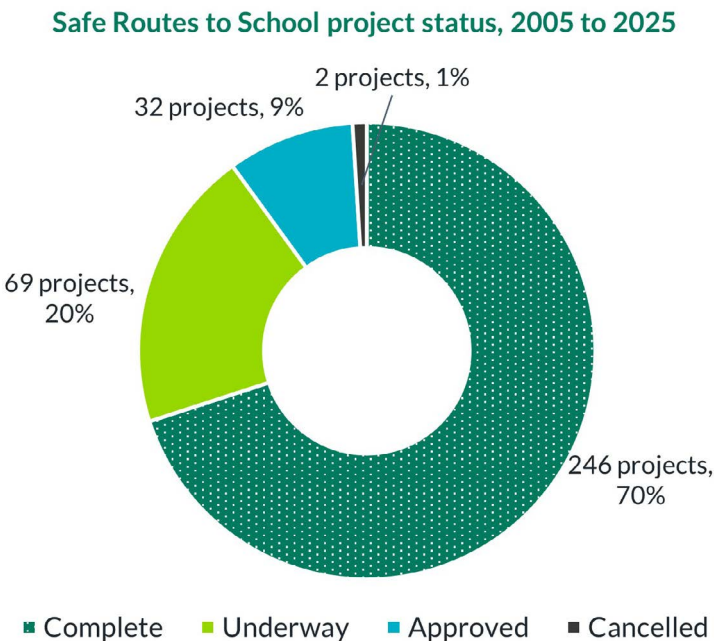


Figure 4: Status of all SRTS projects 2005-September 2025. Projects documented as complete in prior reports are included here.



Every Safe Routes to School project serves more than students on their way to and from school. It serves everyone who lives in or passes through the neighborhood by helping complete the network. Sometimes the gap is a relatively small one. Sometimes a street needs more changes to make it work well for all.

In Spokane's Audubon neighborhood, Finch Elementary is close to the busy West Northwest Boulevard, North Driscoll Boulevard and Audubon Park. School districts are required to designate walk routes to school, and for Finch students the route meant walking along North Driscoll Boulevard where there were gaps in the sidewalk and crossing four wide travel lanes on West Northwest Boulevard.

The project funded in 2021 is now complete. It added a marked crosswalk with illumination, median refuge island, rectangular rapid flashing beacon, road reconfiguration that cues drivers to slow

down in the school zone, ADA curb ramp retrofits, sidewalk with curb, standard bike lanes, curb extensions and transit stop improvements.

The improvements fill the gaps in the bike and walk network for children attending Finch Elementary and the people who live in the neighborhood. They improve pedestrian and bicycle connections to the school, the Audubon Park and Playground, small businesses in the community, transit connections to routes 22 and 33, as well as the bigger pedestrian and bicyclist network within the City of Spokane.

"The RRFB combined with a pedestrian refuge island and a lane reduction from four travel lanes down to two provides a much safer crossing for students and faculty walking, biking and rolling to and from school, and achieves the goal of safer school walk routes," said Brian Brisendine, Assistant Traffic Engineer with the City of Spokane.

Finch Elementary School Crosswalk, Spokane, WA



PEDESTRIAN/BICYCLIST PROGRAM

Overview

The Pedestrian/Bicyclist Program (PBP) has funded project development and construction of active transportation projects that help people walk, bike and roll more safely for the past 20 years. The program's purpose as defined in RCW [47.04.430](#) is to:

- Improve pedestrian and bicyclist safety and mobility.
- Increase active transportation trips.

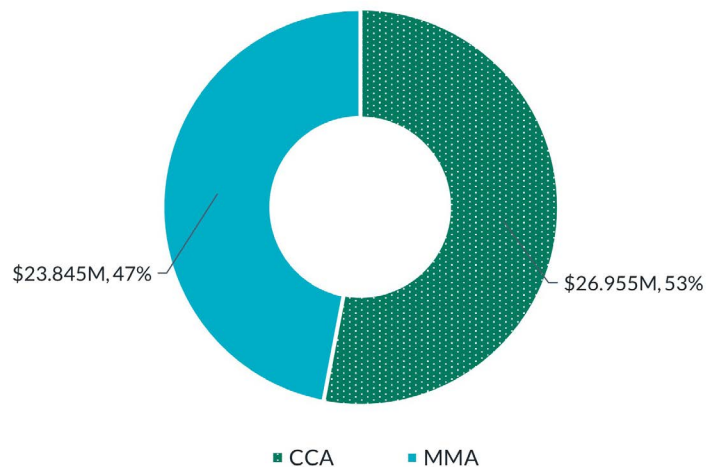
The program funds two types of eligible projects: construction projects and design-only projects. Construction projects include design and right of way acquisition as eligible expenses. The design-only projects allow agencies the opportunity to engage with communities and interested groups to develop and design projects that are well-received and appeal to a wide range of people.

Funding

For FY 2025-27, about half of newly appropriated funding for PBP projects comes from the Climate Commitment Act (53 percent). The balance comes from the multimodal account (47 percent).

Figure 5: PBP percentage of newly appropriated funding by source.

Pedestrian and Bicyclist Program percent investment by funding source: Climate Commitment Act, Multimodal Account, or Federal Motor Vehicle Account, 2025 - 2027



Project status summary and map

From the publication of our [2024 report](#) through September 2025, 13 PBP projects have been completed. There are currently 58 projects underway and 25 have been selected for funding and are awaiting initiation.

Projects reported here are among the 267 projects selected between 2005 and 2025, which includes 165 projects that have been reported as complete in previous reports. Only six projects have been cancelled over the life of the program. [Appendix A](#) provides more information.

Figure 6: Status of PBP projects listed in this report as of September 2025. Projects documented as complete in prior reports a

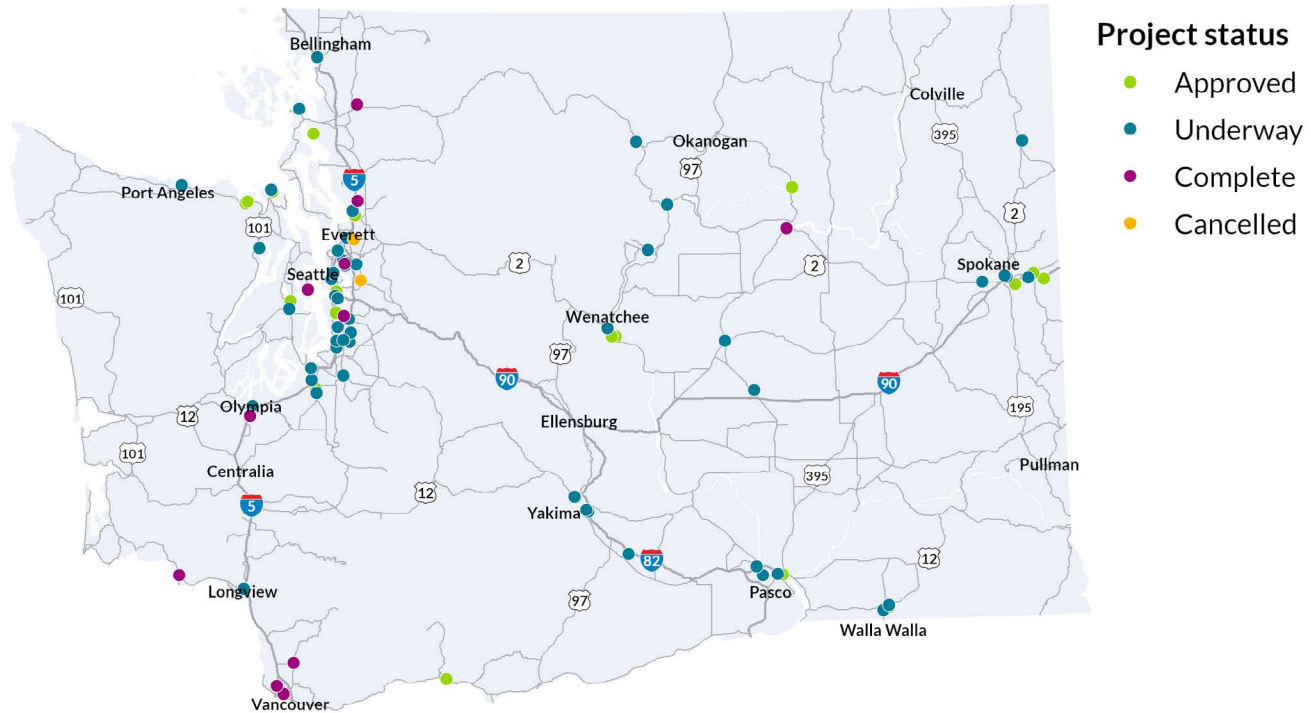
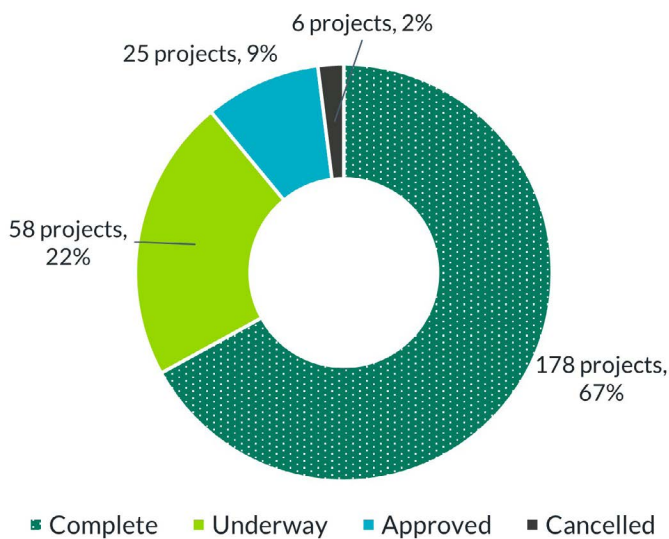


Figure 7: Status of all PBP projects 2005-September 2025. Projects documented as complete in prior reports are included here.

Pedestrian and Bicyclist Program project status, 2005 to 2025



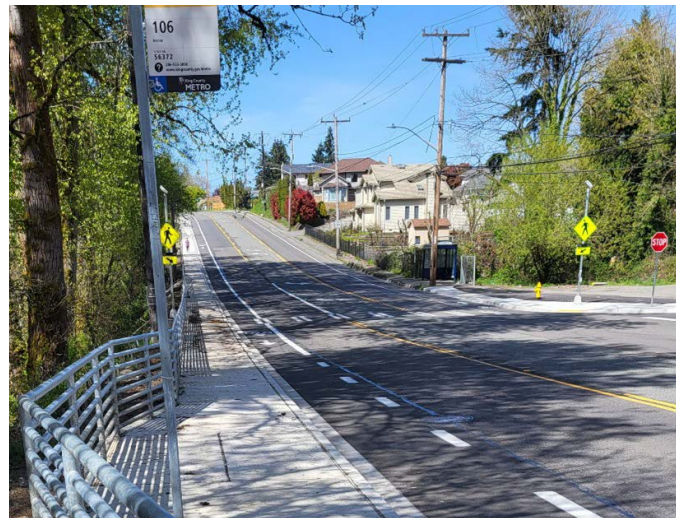
PROJECT HIGHLIGHT: SAFER AND BETTER IN SKYWAY

For several years, the Skyway community had said they needed to make walking, biking and transit safer and more accessible along and across Renton Avenue. The area has a number of apartment buildings along a busy stretch of road. It has had multiple pedestrian serious injuries and deaths and is critical for residents to access transit. This project serves all of those needs, including better access to the Lakeridge and Campbell Hill elementary schools, and better access for people of all abilities to Metro Route 106, which links Skyway to Renton and downtown Seattle. Just this fall a new project was announced to develop more than 50 permanently affordable homes and preserve green space along Renton Avenue and across South 116th Place so future as well as current residents will benefit.

To ensure the final project would reflect community needs and priorities, the Pedestrian/Bicyclist Program funded a first phase of community engagement, planning and design development. The people of Skyway wanted to connect to schools, businesses and transit facilities; provide more street lighting; and ensure mobility options for individuals who need accessible connections. This meant filling sidewalk gaps and improving crossings.

The second phase funded construction of the improvements. This included construction to fill a sidewalk gap of approximately 1,900 feet along the west side of Renton Ave South, from 68th Ave South to where it connects with existing sidewalk at South 112th St. The project also improved curb ramps and ADA access to a bus stop at South 116th Place, improved street lighting, added dedicated facilities for active transportation users and installed new drainage features to prevent water pooling in those dedicated lanes. A rectangular rapid flashing beacon was added to the crosswalk location at South 116th Pl to support safe crossings to and from the southbound bus stop.

Renton Avenue, King County, WA



Renton Avenue, King County, WA



ACTIVE TRANSPORTATION ASSISTANCE PROGRAM

Overview

WSDOT launched the Active Transportation Assistance Program (ATAP) in 2023 to build capacity among local and tribal partners for active transportation improvements. ATD designed the program to build from the [2021 legislative report](#) that described barriers to program participation and success. It also addresses the proviso requiring ATD to increase geographic diversity in participating jurisdictions consistent with the requirements of the HEAL Act.⁷

The program engages jurisdictions and tribes that have not been applying or have not had recent success in WSDOT's Pedestrian/Bicyclist and Safe Routes to Schools programs. Staff prioritize invitations to participants in places with the most room for improvement in safety and where more people rely on active transportation. ATD works with them to boost their capacity to develop and deliver high-quality projects. Staff assist with project development, planning for active transportation and Complete Streets and related training opportunities. The [2024 Legislative Report](#) provides more details on the basis for ATAP and how it was developed.

The program also offers trainings and develops guides available to any jurisdiction, tribe or other interested parties, not only partners invited to ATAP. This builds long-term capacity statewide.

WSDOT launched the program with an emphasis on listening and learning to understand what kinds of assistance partners value most. We surveyed agencies and tribes in 2023 and developed Phase 1, focused on project development to move improvements to construction. WSDOT invited 22 local agencies and tribes to identify projects. Twelve expressed interest in enrolling; five partners have an agreement in place to begin project planning and development.

Lessons learned from the first year of ATAP Phase 1:

- **Outreach produces results:** Simply reaching out to participants generated first-time applications for the competitive programs, and some of those

ranked high enough for funding. When we invite participants, we send them data pertaining to pedestrian and bicyclist crashes in their community as well as demographic information relative to HEAL Act and CCA requirements.

- **Need to fill the planning gap:** Many of the local and tribal partners transportation plans are not specific to active transportation and their organizations do not have the capacity to do planning that would enable them to prioritize their projects. The SRTS and PBP programs prioritize projects that are identified in a plan, so this is a critical gap.
- **Takes time to develop good projects:** It takes time to arrive at a specific agreement with program participants for deliverables. These conversations benefit the program by providing a clearer picture of each partner's capacity, where the assistance from WSDOT would be most helpful and how we can set the partnership on a course toward high quality end products.

In Phase 2, which launched in early 2025, we are offering to work with partners to develop a local or tribal active transportation plan. So far WSDOT has invited 15 partners. Of these, eight have expressed interest and four have agreements with WSDOT to proceed with their active transportation planning.

Partners have responded enthusiastically to Phase 2 services. They appreciate our guides concerning planning and facility design, as well as tailored trainings, workshops and other learning opportunities.

The Legislature's passage of the 2025-27 biennium transportation budget makes it possible for WSDOT to continue to work with Phase 1 partners through final design and construction of their ATAP projects while entering into agreements with Phase 2 partners.

Funding

ATAP is listed as a line item under the SRTS and PBP projects. As WSDOT enters into agreements, project details will be added and identified as ATAP participants.

⁷ 2023-25, [HB 1125](#), Sec. 310(2)(c). 2025-27, [SB5161](#) Sec. 311(2)(c).

Project status summary and map

Figure 8: Active Transportation Assistance Program projects by type

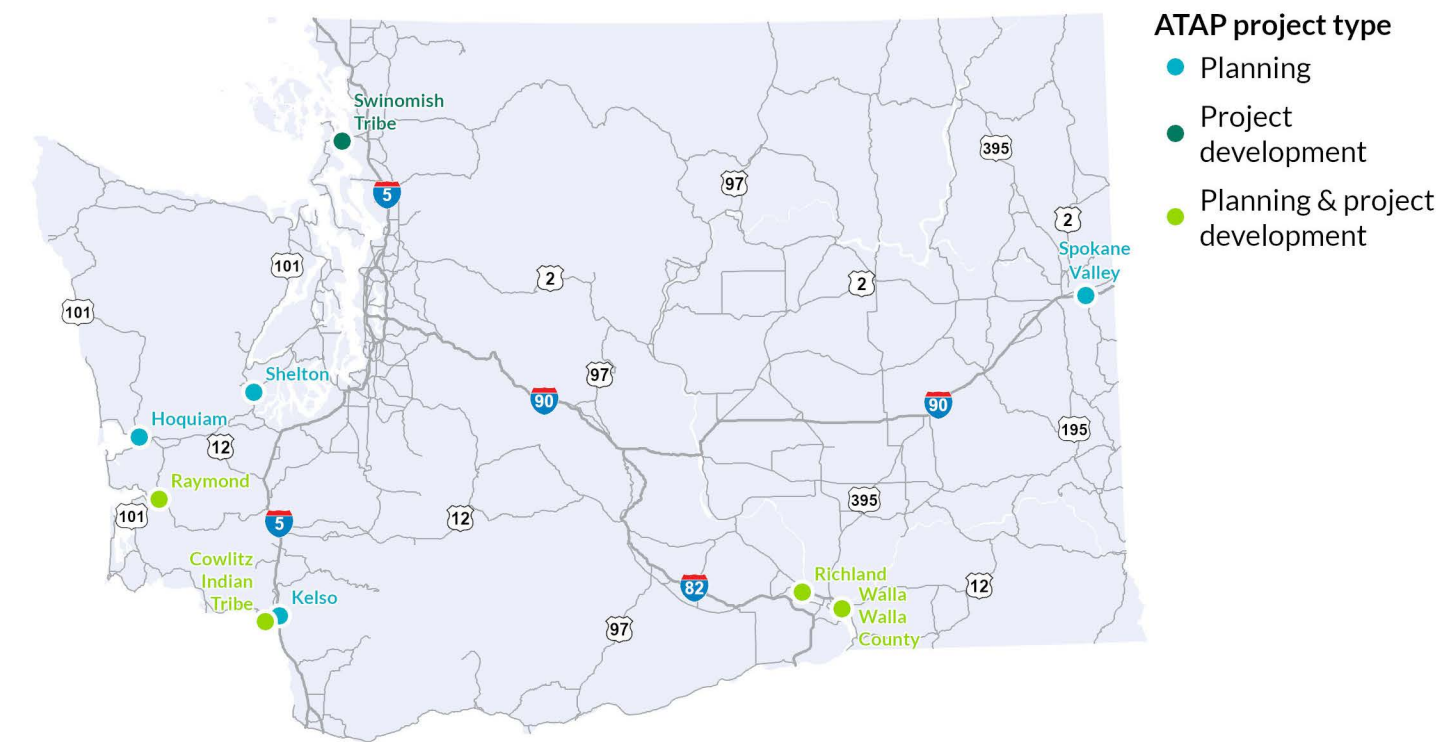


Table 1: Active Transportation Assistance Program project status 2023-2025.

Award Year	Location	Leg District	Project Title	Award Amount	Status	Project Description
2024	Richland	16	Central Richland Active Transportation Improvements	\$154,000	Underway	Planning and project development
2025	Walla Walla County	16	Humorist Rd Sidewalk & Bicycle Lanes/ Columbia Schools SRTS	\$240,000	Underway	Planning and project development
2025	Kelso	20	Kelso Active Transportation Planning	\$210,000	Underway	Planning
2025	Spokane Valley	4	Spokane Valley Active Transportation Planning	\$180,000	Underway	Planning
2025	Swinomish Indian Tribal Community	10	Swinomish Village Sidewalk Extensions	\$325,000	Underway	Project development
2024	Cowlitz Indian Tribe	20	Cowlitz Indian Tribe Bicycle and Pedestrian Path Safety Improvements	\$120,000	Underway	Planning and project development
2025	Hoquiam	24	City of Hoquiam Active Transportation Plan	\$142,000	Underway	Planning
2025	Raymond	19	Raymond Safe Routes to School with State Route Crossing	\$85,000	Underway	Planning and project development
2025	Shelton	35	City of Shelton Active Transportation Plan	\$106,000	Underway	Planning

WSDOT and partners are in conversations with two tribes, and an additional city and county, for a total of four additional projects.

SANDY WILLIAMS CONNECTING COMMUNITIES PROGRAM

Overview

The Washington State Legislature established the Sandy Williams Connecting Communities Program (SWCCP) in 2022 to improve active transportation connectivity for people walking, biking and rolling on or across current and former state highways ([RCW 47.04.380](#)). The program prioritizes work in communities with specific characteristics defined in the SWCCP legislation and in the HEAL Act requirements associated with Climate Commitment Act funds that support the program.⁸ People in communities of focus experience more severe negative environmental health impacts relative to other Washington communities. They will benefit most from improvements designed to reduce vehicular traffic and improving walking, biking, rolling and transit access.

The statute directs WSDOT to:

- Address the legacy of highway construction that disconnected roadways and people's ability to walk, bike or roll to transit access, essential destinations, community centers and cultural spaces.
- Work in partnership with communities facing the greatest need, where transportation inefficiencies contribute to the largest barriers to opportunity, to develop connected and protected spaces for walking and biking.
- Support projects in areas that serve overburdened communities and vulnerable populations.

Funding

The 2023-25 budget appropriated \$25 million for the first two years of the program, with an additional \$25 million in the 25-27 biennium. The 25-27 biennial amount is higher due to reappropriation for projects still underway or going through the selection process. All funding is from Climate Commitment Act revenues.

Application process and review criteria

The program invites project proposals each year on a rolling basis. In August 2025 WSDOT held two information sessions and a design-focused session for those interested in the program. The 56 participants represented a mix of government entities, tribes and nonprofits. ATD team members attended multiple annual tribal meetings in 2025 to share the opportunity as well.

A team consisting of ATD staff and community members reviews potential projects. Grant criteria include considerations for how the project:

- **Connects people:** The pedestrian and/or bicycle project will connect people to essential resources and community spaces, such as schools, transit, health centers, parks, or grocery stores.
- **Provides community benefits:** The project will provide social and economic benefits to the community through partnerships with community-based organizations and equitable contracting opportunities.
- **Increases safety:** The project increases safety for pedestrians, bicyclists and people using mobility devices, especially at high collision locations.
- **Provides meaningful community engagement:** Engages community in project planning, development and execution for community engagement and ownership of the project in both the short and long term.
- **Demonstrates it is feasible:** The project team has the staff capacity and identified resources to manage the project effectively. The project has the support of the community or has been identified in previous planning.

The [Sandy Williams Connecting Communities Program webpage](#) provides additional information about the program.

⁸ [RCW 70A.02.010](#), definitions of overburdened communities and vulnerable populations.

Building social infrastructure

SWCCP's focus on meaningful community engagement has been supporting the development of social infrastructure, that is, creating and reinforcing relationships between people in the community and the government. The program is working to reconnect physical infrastructure while strengthening our connections with each other. As one grant recipient noted,

"The funding provided by the Sandy Williams Connecting Communities grant program means that the county can undertake a project that not only brings tangible value to residents, but also builds our capacity for meaningful engagement with community members and partners."

Ellora Larson, Snohomish County Public Works

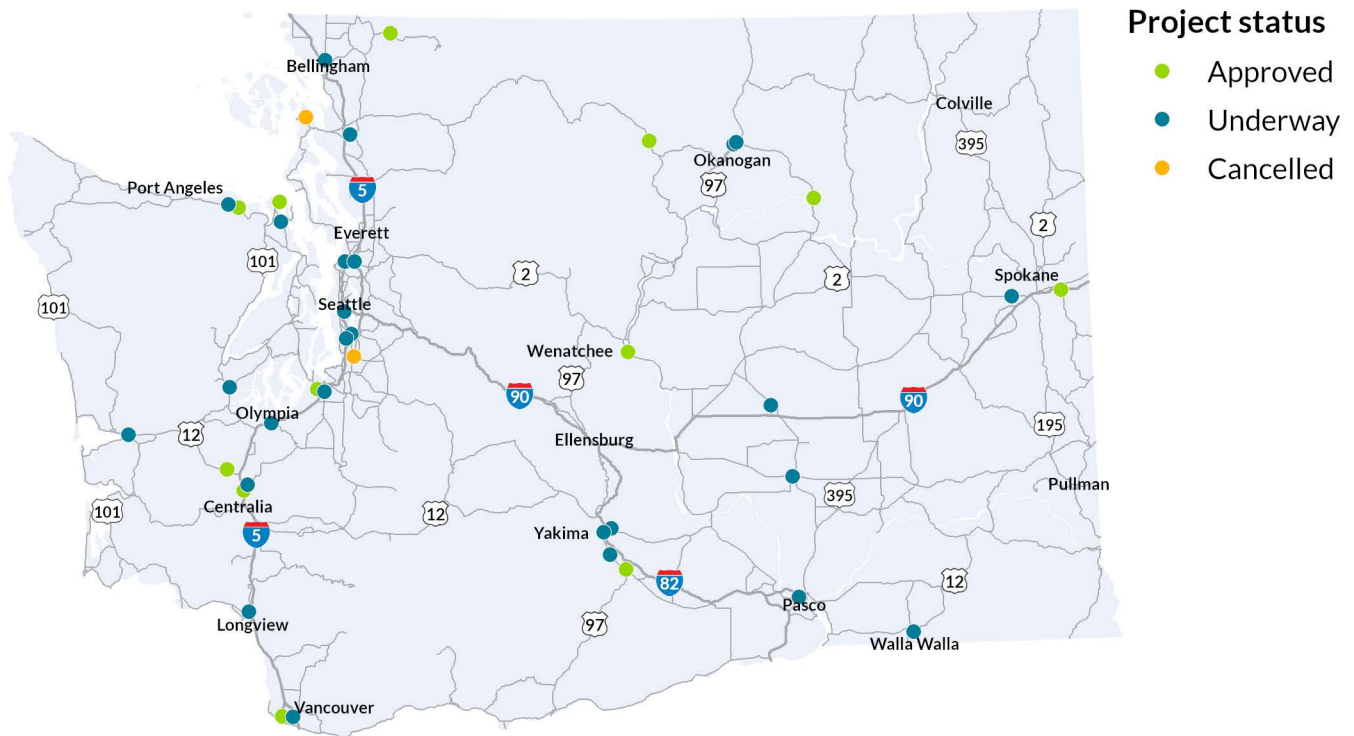
The WSDOT SR 99 Lynnwood and Unincorporated Snohomish County Pre-Design Study sought feedback on needs, preferences and priorities from vulnerable populations and overburdened communities in a series of 16 focus groups held in 7 languages. Feedback shaped the recommendations for bicycle and pedestrian facilities and new and improved protected crossings on SR 99 between 212th Street Southwest and Airport Road in Lynnwood and unincorporated Snohomish County.



Project status summary and map

As of September 2025, 25 projects are under way. Fifteen projects have been selected for funding and are awaiting initiation. Two projects have been cancelled, with the funding being utilized by other projects to further their scope of work. [Appendix A](#) provides more information.

Figure 9: Sandy Williams Connecting Communities project status as of September 2025.



PROJECT HIGHLIGHT: PLANNING FOR BETTER TRANSIT ACCESS IN SEATTLE

The Judkins Park Station (JPS) being constructed in Seattle sits near an interchange of I-90 and Rainier Avenue, a busy former state highway now serving as an urban arterial. Streets in that area designed to accommodate the speed and scale of motor vehicles don't operate well for those who walk, bike or roll to reach light rail. Housing development has increased density and demand for active transportation and transit access. The area is also home to significant community destinations, including the Lighthouse for the Blind. Residents have expressed particular concern about pedestrian safety while crossing highway access ramps, among other issues.

The JPS Reconnecting Communities Study creates a unique chance for the community to help shape the future of transportation in their neighborhood by bringing together community voices, transportation experts and creative design to find better ways for people to travel on Rainier Avenue South at I-90. WSDOT is evaluating different improvement options for the I-90 ramps at Rainier Avenue South to improve safe travel for all and Increase community connectivity and access to the Judkins Park Link light rail station.

WSDOT established an advisory group to engage and seek feedback from diverse community voices: people who have lived in the area a long time as well as newcomers; business owners and people who commute; homeowners and renters; people who walk, roll and bike; families; and community advocates. The advisory group includes 17 community representatives and 6 agency representatives (City of Seattle, King County Metro and Sound Transit). Advisory group members work together to discuss possible changes that can be made to the I-90 ramps to enhance safety and improve how people get around the neighborhood. The advisory group will meet regularly through mid-2026 to look at improvement options and discuss community needs and priorities for redesigning the ramps.

Early feedback from the community included the need for immediate improvements to the I-90 ramps, while the WSDOT Study identified the long-term solution. In response, WSDOT and

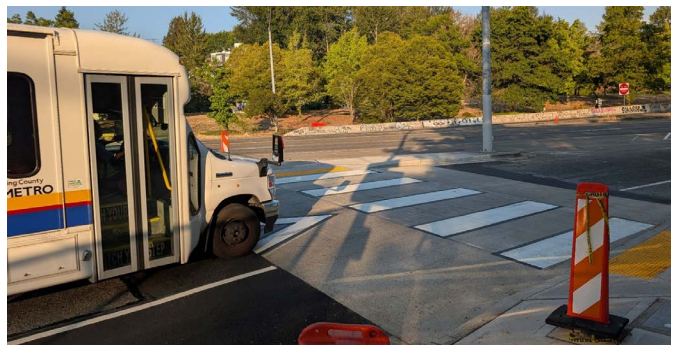
Seattle Department of Transportation (SDOT) partnered to build near-term improvements including raised crosswalks and rectangular flashing beacons, using funding and resources from the state and the city of Seattle.

SDOT will finish construction of these near-term improvements in late 2025. The advisory group will continue to work on identifying problems, coming up with options for improvement, reviewing those alternatives with data and making recommendations. The project received a 2022 federal grant for this and another project to reconnect a community severed by the construction of I-90. WSDOT will bring lessons learned from both projects into their ongoing efforts to improve active transportation connectivity and comfort.

Community walk organized by Seattle Neighborhood Greenways along Rainier Ave. The walk brought together community and government organizations and representatives to experience the roadway and ramps firsthand. Image: Hannah Weinberger



Newly constructed raised crosswalk, awaiting the installation of rectangular rapid flashing beacons (RRFB), which when pressed by a pedestrian, will alert upcoming drivers, providing a safer crossing experience. Image: Dongho Chang



SCHOOL-BASED BICYCLE EDUCATION PROGRAM

Overview

The Legislature established the 16-year Statewide School-Based Bicycle Safety Education Program ([RCW.47.04.390](#)) under Move Ahead Washington. The program, launched in 2022, helps students develop the skills and street safety knowledge needed to become more confident and capable bicyclists

The program began with in-school programs for elementary students in grades 3-5. In 2024-25 it added a new curriculum for middle school students in grades 6-8. Out-of-school programming for students

in grades 6 through 12 takes place after school either on school sites or at local community-based organizations.

Eligible children and teens participating in this program can receive their own new bike and safety equipment including a set of lights, a helmet and a bike lock.

The [2024 Legislative Report](#) provides details on program design (pp. 84-93). This year’s report focuses on the progress during the last school year, cumulative numbers for populations served and new partnerships for the current 25-26 academic year.

Figure 10: In-class program achievements between July 2023-June 2025

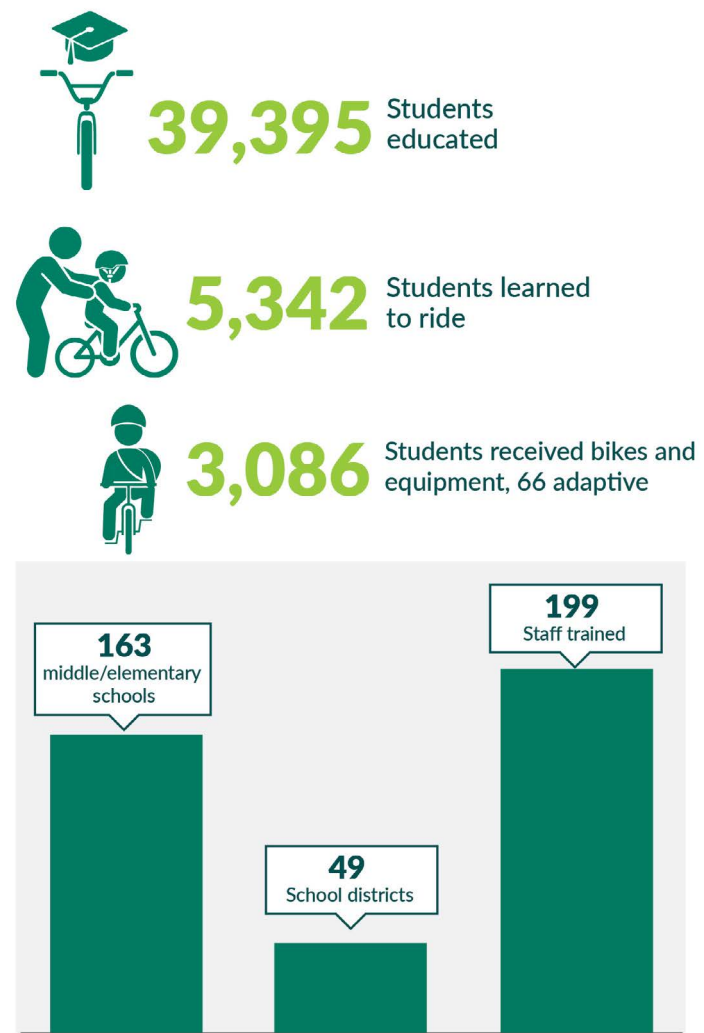
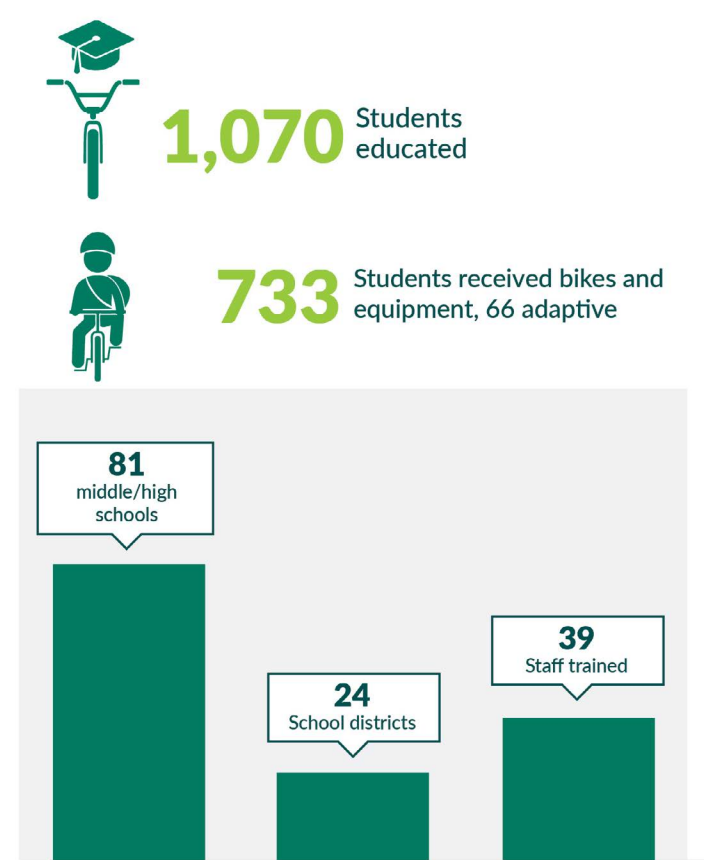


Figure 11: After school program achievements between July 2023-June 2025



"I can do lots of things but biking is the greatest of all and I enjoy it. I want a bike."

Student, Prosser Heights Elementary,
Prosser School District

"I learned that using bikes and feeling the breeze makes me very happy and it's just amazing how easy for me it is to get right back on. I really hope I can get a bike so now I can ride outside of P.E but I'm very sad that it is over because that was my only chance to ride. I'd say the most important thing though was learning I have to put the trust in myself for example go down the ramp on the hill and do courses."

Student, Butler Acres Elementary,
Kelso School District

"I learned I can accomplish big achievements."

Student, Mullan Road Elementary,
Spokane School District

ESD 112 Coordinator, Richard Belson, supporting a new rider at Wallace Elementary in the Kelso School District. October 2024.



Funding

In the 2023-25 budget the Legislature appropriated \$16.8 million for the first two full years of the program. Funding for the 2025-27 biennium is \$27.2 million. All funding is from Climate Commitment Act revenues.

Funds make it possible to establish and deliver these training programs in large school districts, Educational Service Districts (ESDs) to support smaller districts and in partnership with community-based organizations (CBOs). All these entities

contract with the prime vendor, Cascade Bicycle Club. Each partner receives a curriculum, bike fleets, trailers, safety equipment, capacity building support, training, consultation, procurement of educational materials, logistics and more. They receive funding for maintenance of the program equipment so that it can be used in subsequent years. Many direct cost items in this program have had price increases over the past year ranging from 10 to 35 percent.

Project status summary and map

Table 2: Program status, cumulative figures from July 1, 2023-June 30, 2025.

Program	Students served	Schools participating	% of schools within 1 mile of an OBC	School districts participating	Students received BEP	Teachers/in class staff trained	Trainers trained	Students learned to ride
In-class	38,395	163	80%	49	3,086	199	19	5,342
After school	1,070	81	49%	24	733	39	0	N/A
Total	39,465				3,819	238	19	

In-class project status July 2023-June 2025

The in-class element of the Statewide School-Based Bicycle Education Program (taught in physical education classes) has reached 39,465 students in grades 3 through 8 across 163 schools, including 3 tribal compact schools, since July 2023. Eighty percent of schools currently served are within one mile of an overburdened community, while 55 percent are in an overburdened community. Forty-nine school districts have delivered bike education. Meanwhile, 199 teachers and other in-class staff have been trained

in the curriculum through 14 partnerships between Cascade Bicycle Club and ESDs or school districts. Because of this program, 5,342 children who were new to biking learned to ride. Last year included a new in-school program for middle school students in the Tacoma School District. In the 2025-2026 school year, middle school in-class programming will expand in Tacoma, Bellingham and Vancouver school districts and ESDs 123, 171 and 189.

Students participate in bike education lessons at Columbia Elementary in Woodland, WA, in October 2024.



Figure 12: Yearly growth of in-class programming in school districts and educational service districts delivering in-school bicycle education.

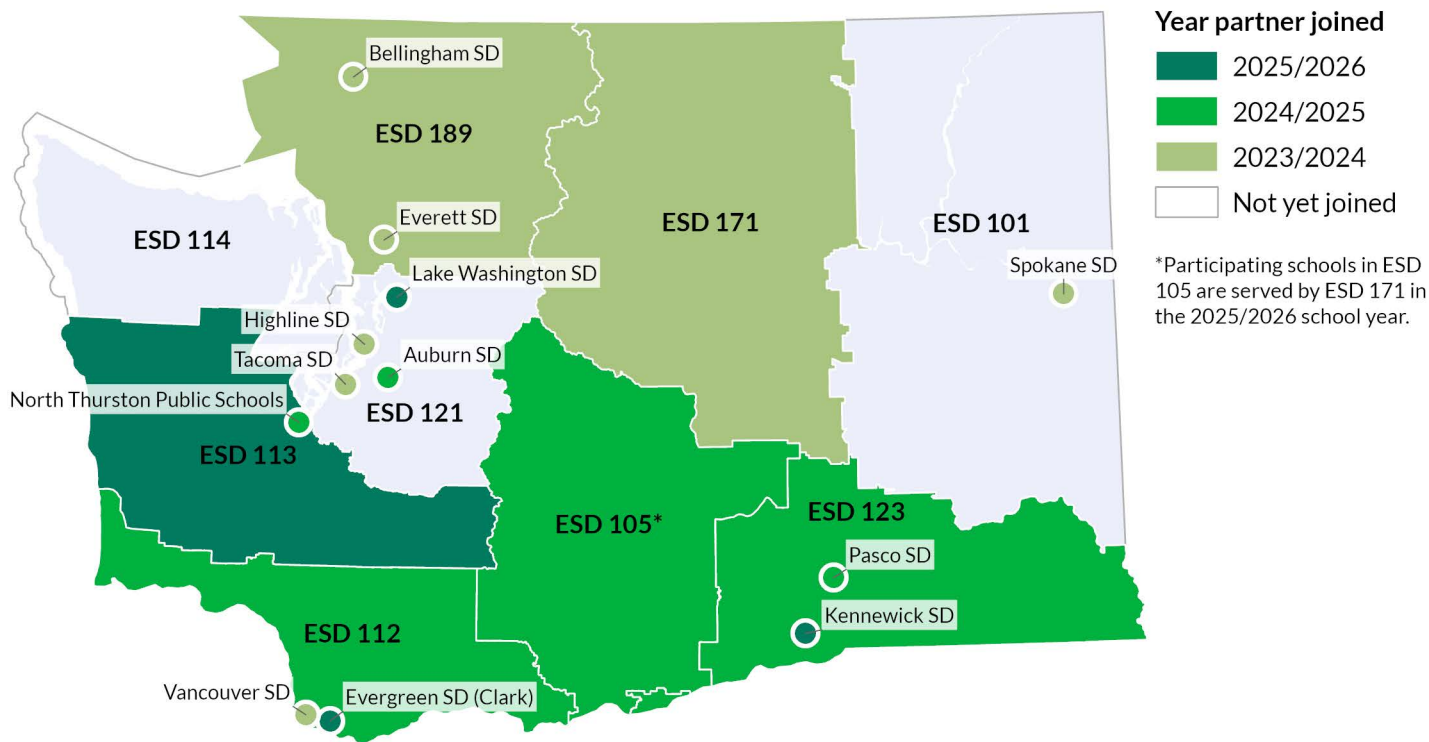
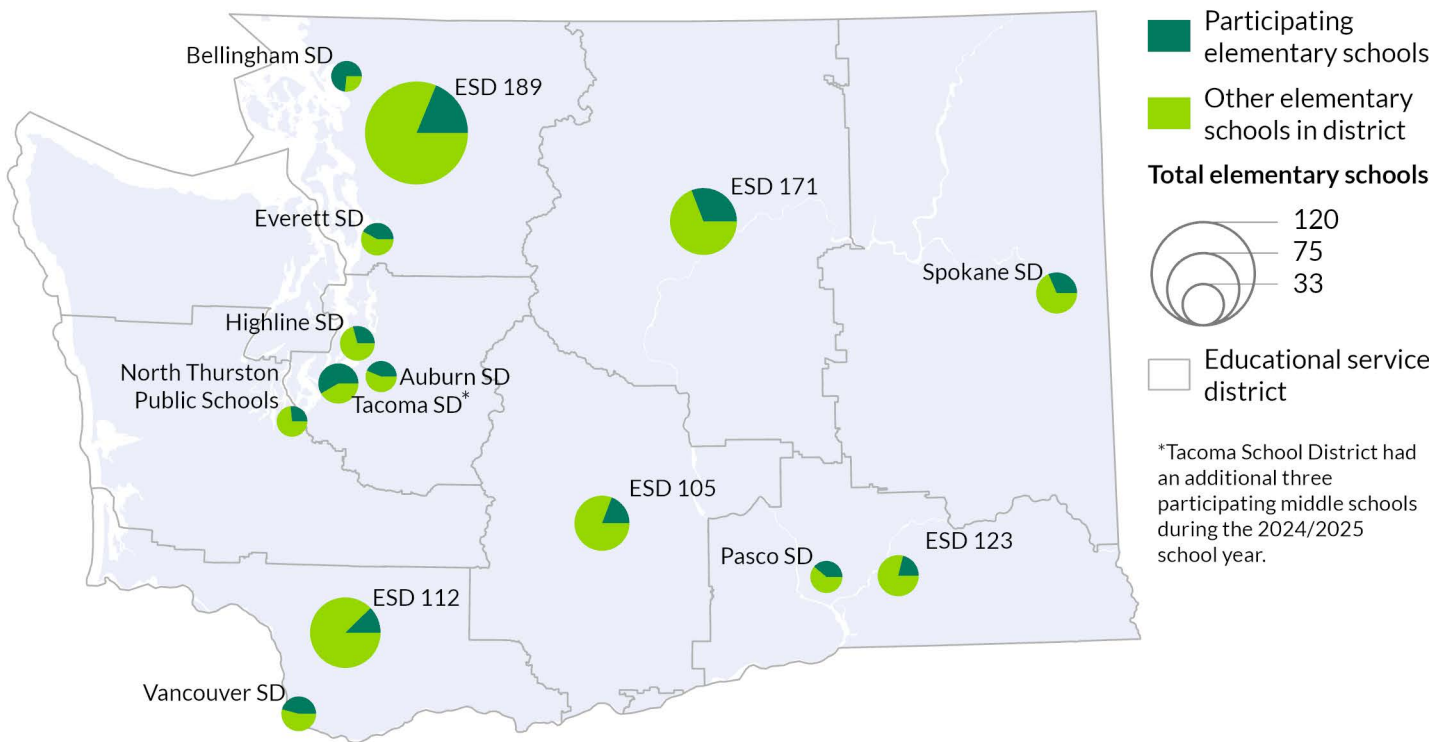


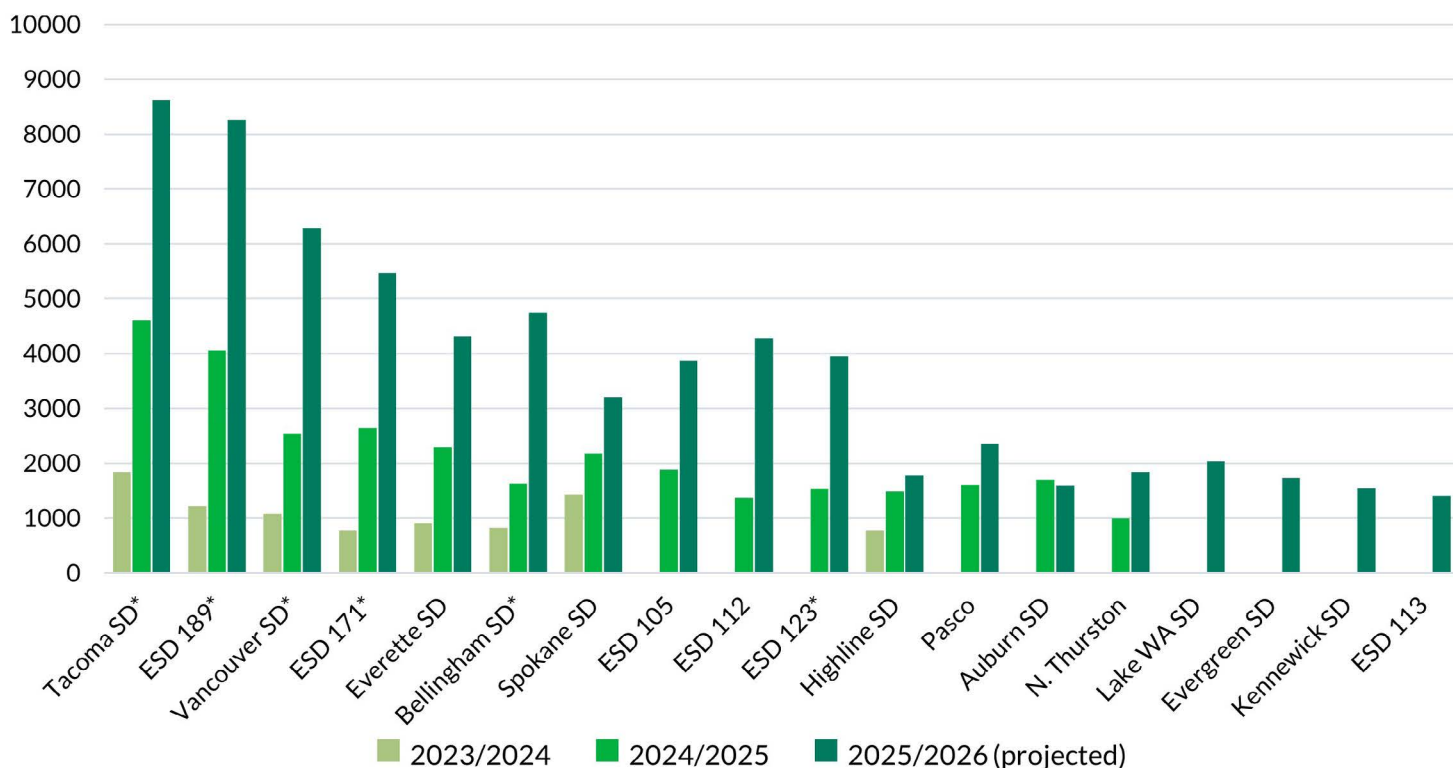
Figure 13 : Share of elementary schools in each partner district served by in-class bicycle education as of June 30, 2025.



Since we published our last legislative report, Cascade Bicycle Club has gone through a competitive solicitation process to secure a number of new partnerships. These include four new after-school partners in Eastern Washington – two in Chelan and one each in Benton and Whitman Counties – and four new in-class partnerships including ESD 113,

Lake Washington School District, Kennewick School District and Evergreen School District (Clark County). This coming year (FY 2026) the program is expected to reach an additional 53,200 students in grades 3 through 5 and 14,100 students in grades 6 through 8 across 74 school districts and 17 partners.

Figure 14: Number of students served by in-class partner each school year.



*indicates partners that currently serve both middle school and elementary students

After-school project status July 2023-June 2025

The after-school program has trained 39 program staff across 10 partners from nine counties to deliver education to 1,070 youth. This served students in 81 schools across 24 school districts, with 49 percent of schools being in an overburdened community. Core components of this program include learning bike maintenance, planning routes with the best bicycle facilities and taking part in planned group rides to places of interest in the community.

This year, youth in two different programs learned how to combine their bike riding with bus riding. This included learning to take their bikes on and off bus bike racks safely. Another group learned how to ride to ferry terminals, then board and disembark ferries with their bikes. These activities equip them with more travel skills and experiences of multimodal transportation.

Youth practice loading bicycles onto buses



Youth wheel bicycles onto a ferry

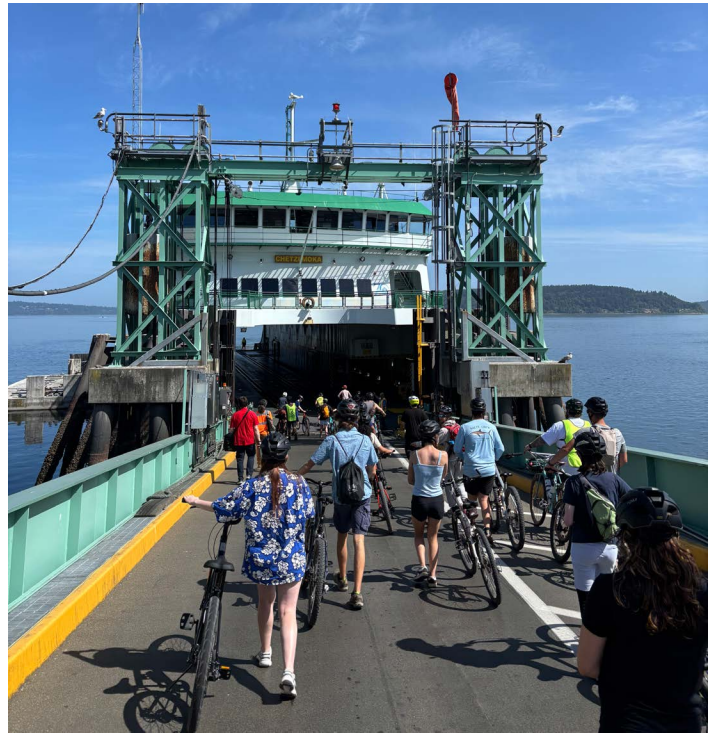


Figure 15: Yearly growth of community based partners delivering after school bike education programming.

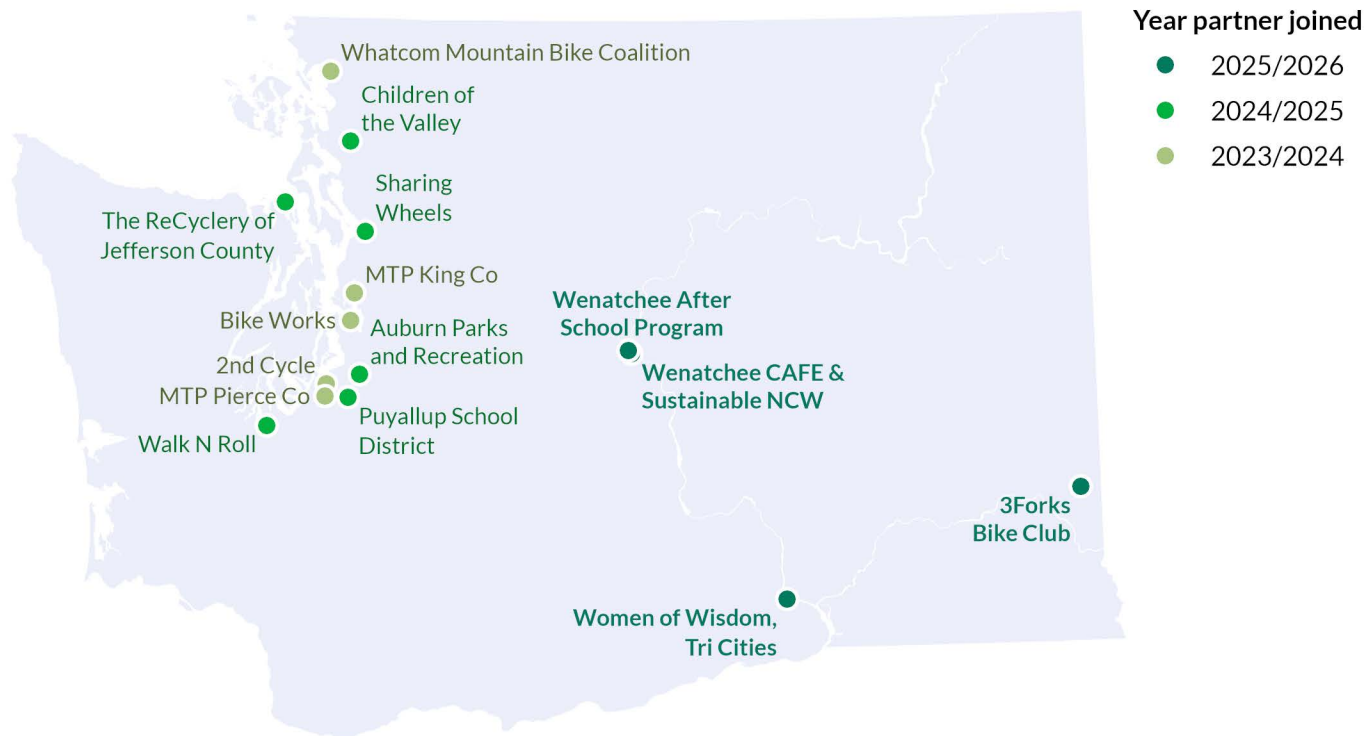
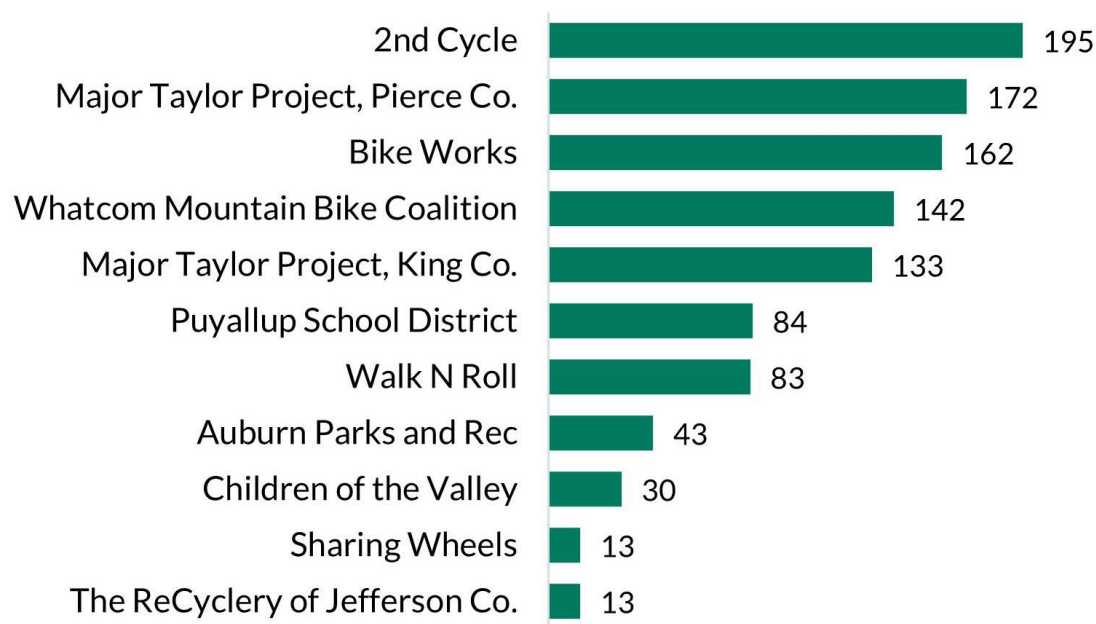


Figure 16: Total number of students served by youth development programs, through the end of the 2024/2025 school year.



Bikes and Equipment for Participants project status July 2023-2025

The Bikes and Equipment for Participants (BEP) element of this program provides safety equipment including helmets, locks and bike locks to participating children. Because of BEP, 3,086 children in grade 5 received their own bikes and safety equipment, with 66 children receiving individualized and fully adaptive bikes.

Additionally, 733 of the students in grades 6 through 12 who participated in the after-school program received their own bikes and safety equipment.

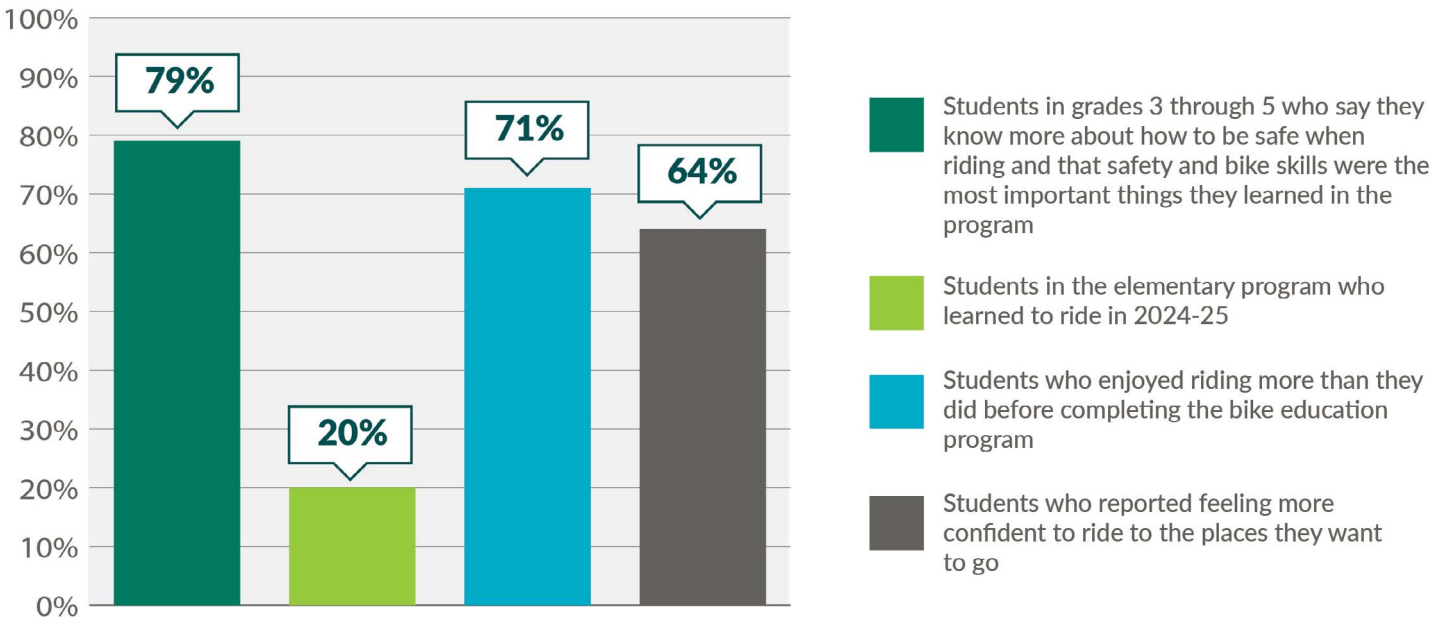
BEP bikes await students at Fawcett Elementary in Tacoma, WA, in April 2025.



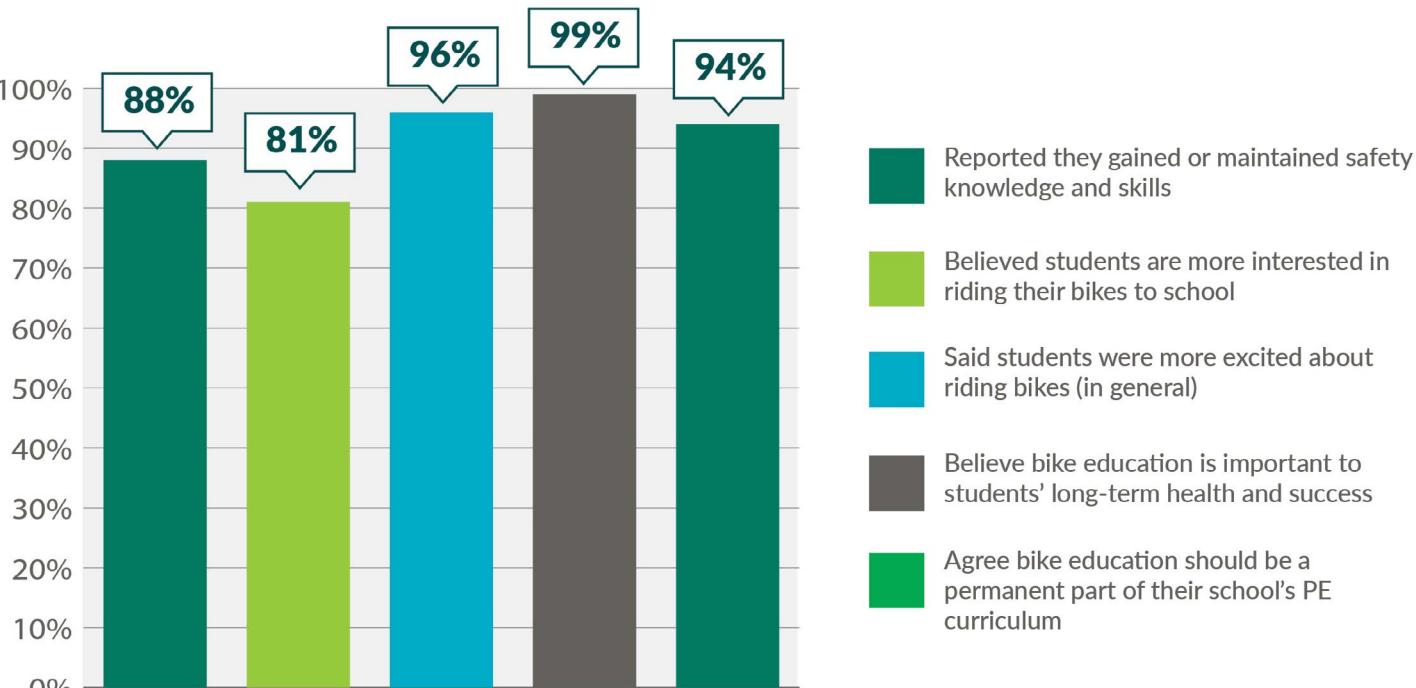
In-class elementary evaluation and lessons learned (grades 3 through 5)

Elementary teachers reported that students, including many who previously could not ride, successfully learned essential biking techniques and safety rules and improved their ability to navigate roads and understand traffic situations.

Figure 17: Student evaluation, grades 3 through 5, 2024-2025



Teachers and trainers expressed high levels of confidence and appreciation for the training and resources provided. Regular opportunities for feedback provide insights into their experiences.

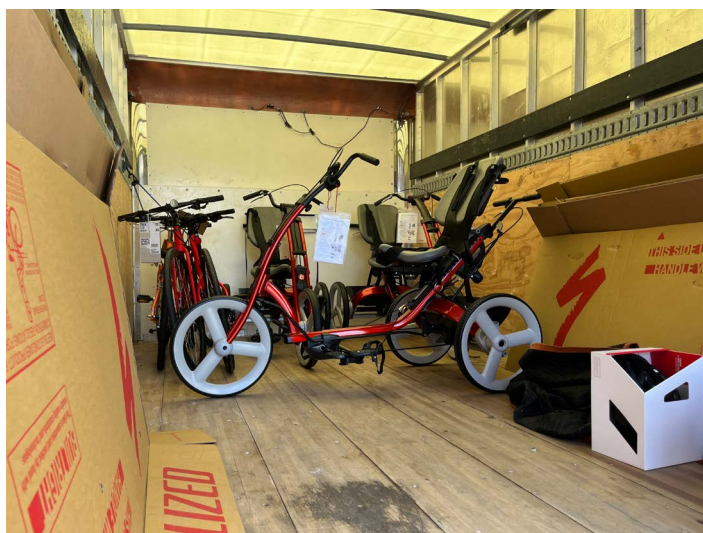


Six teachers from the AESD network practice giving a Learn to Ride lesson at training session in August 2024.



Our efforts to include students of all abilities have been met with enormous success. The program provided adaptive bikes in the fleets for partners to use in class. When fifth grade students received bikes of their own at the end of their courses, students who needed adaptive bikes also received them at no cost. All children can be included in the physical education lessons, regardless of ability. For many of these children it is not just their first time riding a bike, but a new knowledge of something which had previously been inaccessible to them. To date, 66 fifth graders have received a fully adaptive bicycle tailored to meet their specific needs.

Three-wheeled adaptive bikes are ready for students who need them.



“One of my fifth graders who has a brain injury has not been able to participate in PE all year nor do anything at recess, but swing on an adaptive swing. With permission from her guardian, she was so excited to use the adaptive bike on PE days. This experience made her entire year. She’s hardly excited about things, but she looked forward to PE throughout the bike unit because she could partake and feel like she was a part of her class.”

Teacher, Tacoma Public Schools

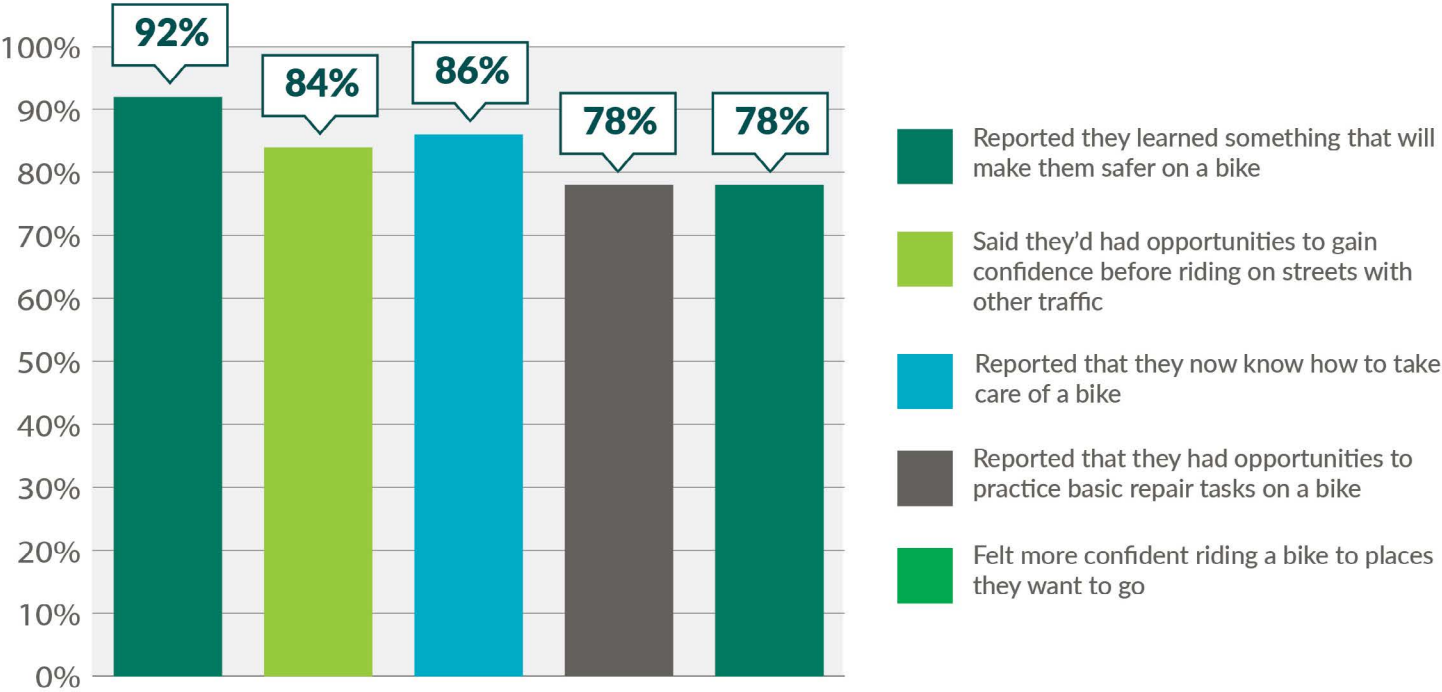
“One of my students with balance and coordination difficulties had never ridden a bike before. Thanks to the adaptive trikes provided through the program, they were able to participate fully alongside their peers. It was a huge confidence boost for them—and a powerful moment for the class to see how inclusion can work in action. The equipment turned what would’ve been a frustrating experience into something joyful and empowering.”

Teacher, Ferndale School District

After-school program evaluation and lessons learned (grades 6-12)

In surveys about the program, participating after-school partners and youth consistently mentioned how effectively the program improved student riding ability and gave them deeper understanding of safety. Partners prioritized core safety topics and observed youth grasping these essential concepts.

Figure 19: Student feedback on their after school program experiences



E-BIKE INSTANT REBATE GRANT PROGRAM (WE-BIKE)

Overview

Legislators funded WE-Bike, the first state-level e-bike rebate pilot program, in the 2023-25 biennium through a budget proviso in HB 1125. The program is designed to increase e-bike usage for transportation. (See [2024 Legislative Report](#) for details on program design (p. 94)). This report focuses on the progress during the last fiscal year.

Funding

The 2023-25 budget appropriated \$5.0 million for the first two years of the program. Funding for the 2025-27 biennium is \$7.0 million. All funding is from Climate Commitment Act revenues.

Program status summary

WE-Bike launched in April 2025. Rebate recipients redeemed all their rebates by June 30, 2025, to coincide with the end of the fiscal year. The pilot year saw an 84 percent redemption rate of the \$1,200 rebate, awarded to those living at or below 80 percent of their area median income level.

37,751

applications started

34,241

eligible for the random selection

11,122

were selected to receive a rebate

36 percent of those selected lived in an overburdened community

6,861

were awarded a rebate (some withdrew or cancelled after approval)

Rebate recipients shared their appreciation for the program with WSDOT staff

“Thank you for this opportunity. I view an e-bike not only as a practical tool in my daily life and job search, but as a personal commitment to reducing my carbon footprint.”

Daniel

“I am so excited to have the opportunity to receive a life-changing \$1,200 e-bike rebate through your program.”

Robin

“I’m incredibly grateful for the opportunity of this grant as I cannot afford a bike of any kind, and I do really enjoy biking and also really need the exercise.”

Emily

“Thank you so much for having this program.... I bike with my two girls all over and it is invigorating to think about the further places and hills we can climb with a cargo e-bike! ”

Andrea

E-bike recipient in Seattle using their new e-bike to commute



Income-qualified refers to applicants who met the low-income threshold and were eligible for the \$1,200 rebate. Non-income qualified refer to applicants whose income levels were higher than the threshold and were eligible for the \$300 rebate. OBC refers to applicants who live at an address that falls within a designated overburdened community. Once selected,

applicants needed to provide location information to prove Washington residency, as well as income verification evidence if they applied for the \$1,200 rebate. The difference in numbers between those selected and awarded represents applicants who did not provide the documentation necessary to confirm their eligibility.

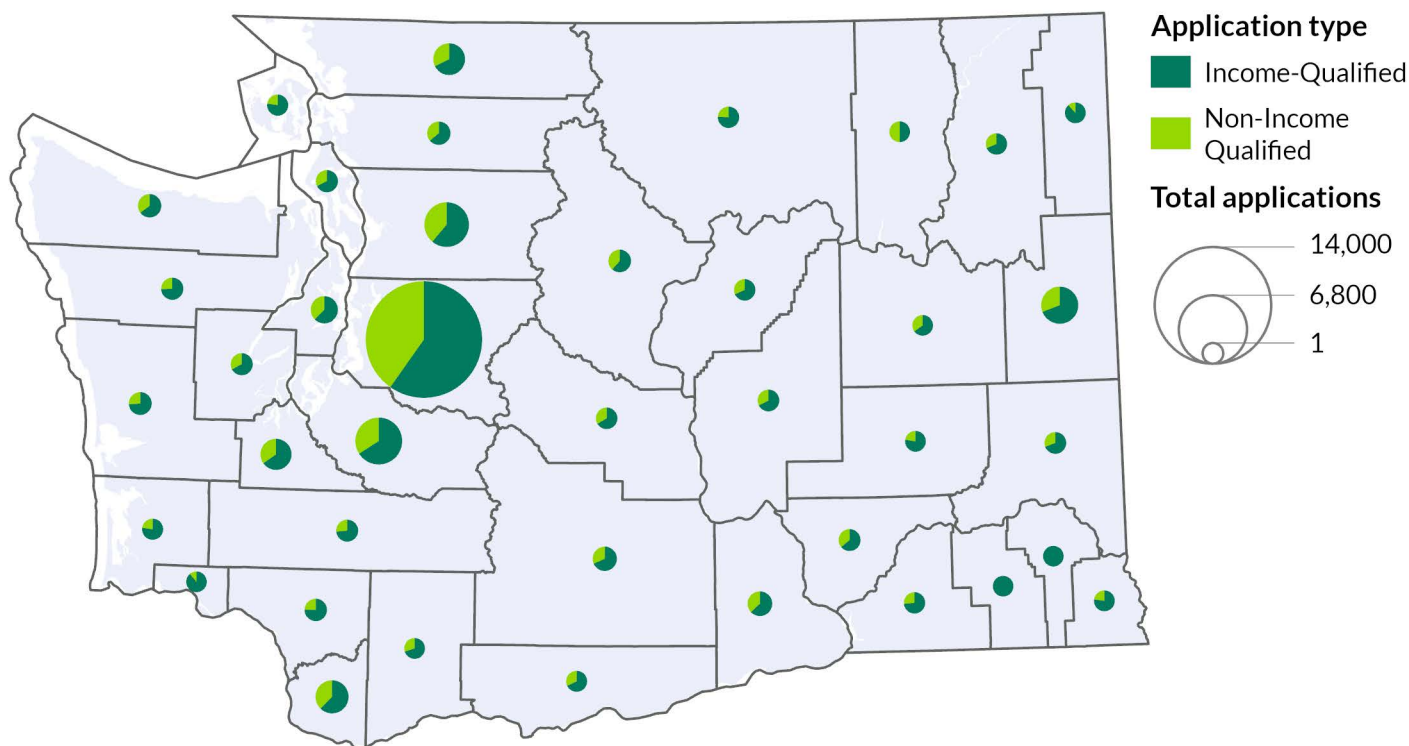
Table 3: E-Bike rebate voucher eligible applications and percentage with income at or below 80 percent of median household income in their area

Type	Applications	% in OBC	Selected for a rebate	% in OBC	Awarded a rebate	% in OBC
Income qualified (\$1,200 rebate)	22,954	35%	3,163	51%	2,237	37%
Non-income qualified (\$300 rebate)	14,797	24%	7,959	30%	4,624	23%
Total	37,751	31%	11,122	36%	6,861	32%

All 39 counties were represented in both applications and selections, and demographic data from the applicants closely aligned with census demographic

data from each county. The evaluation report prepared by the University of Washington will provide more information when published in December 2025.

Figure 20: Number of WE-Bike applications received by county, broken down by income eligibility.



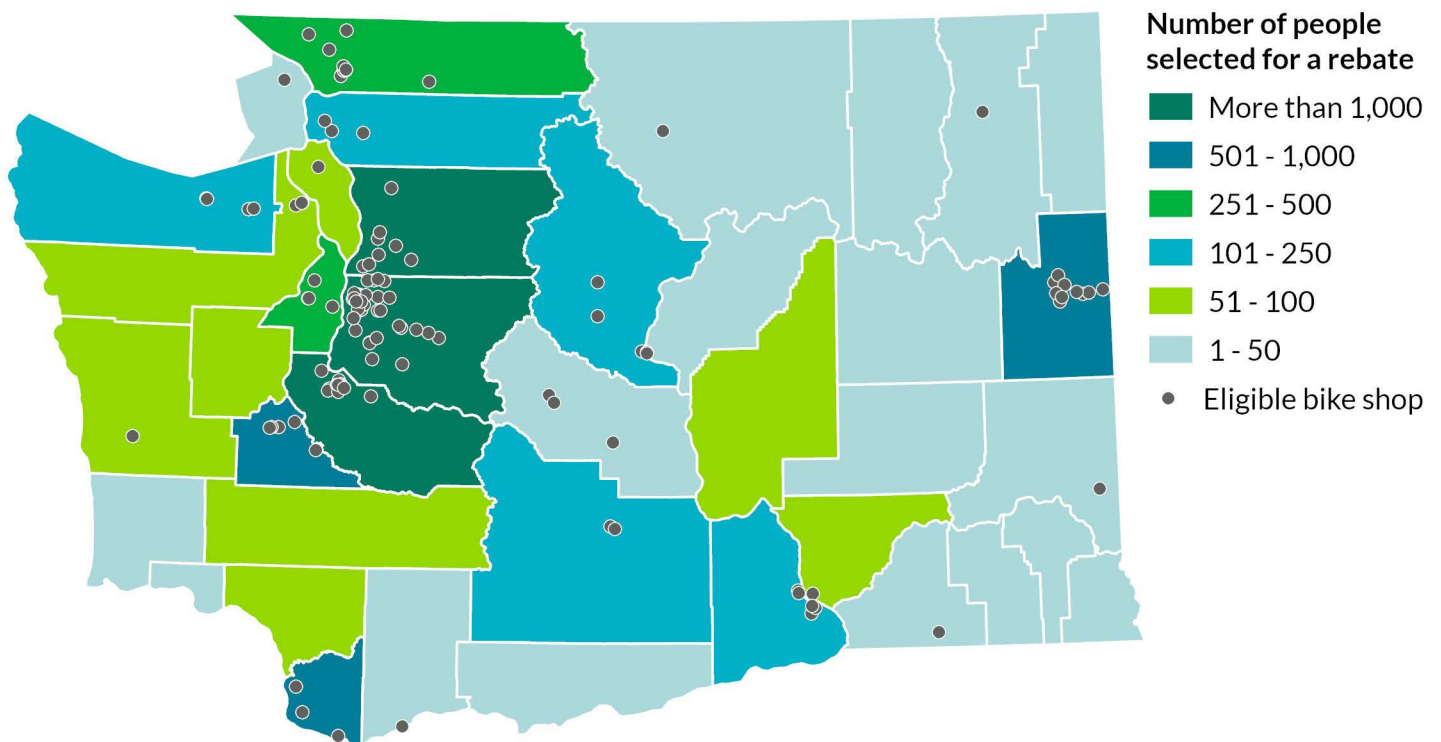
The program ran on a fairly short timeline from application site launch to selection of recipients. Despite this, there was an 84 percent redemption rate for those with the \$1,200 rebate. However, the \$300 value rebate voucher saw much lower redemptions of 23 percent.

WE-Bike successfully partnered with 128 bikes shops across the state ranging in size from small businesses to large stores. The budget proviso required WSDOT to certify participating retailers, which had to have a physical presence in the state.

An e-bike recipient in Spokane is now able to ride further for longer thanks to their new e-bike purchased with a rebate.



Figure 21: Number of applications selected to receive a rebate by county, with bike shop locations where rebates could be redeemed.



Bike shop owners weighed in on their interest in and experience with the program

“Super successful at getting e-bike [sic] into new users and new riders that would otherwise not have been in the market for an e-bike. Most users only wanted e-bikes that were covered by the voucher amount.”

Sun-E-Land Bikes, Bellingham

“I feel like the amount was a little less than necessary for those individuals who really need it. We spent a lot of time educating people about the program and e-bikes in general.”

2nd Cycle, Tacoma

“People are much more likely to ride their bikes if they test ride a bunch of options and choose the one that fits and feels the best. Forcing them to make decisions on what inventory is available is not a recipe for success. Also, maybe [sic] expansion of the leftover money to include things like mirrors, phone holders, different saddles, etc. Things that add to safety and the experience. Anything to make people love and ride their bike more.”

Amped Adventure, Lake Forest Park

Fifty percent of those applicants who identified as income qualified paid an additional \$0-300 on top of their \$1,200 rebate. Meanwhile, 53 percent of those receiving the \$300 rebate paid an additional \$1,500 or more on top of their rebate.

Table 4: Percent of overall income-qualified rebate users who paid different amounts out-of-pocket.

Paid \$0 out of pocket	19%
Paid between \$1 and \$300	31%
Paid between \$300 and \$500	15%
Paid more than \$500	35%

Table 5: Percent of overall rebate users who paid different amounts out-of-pocket and were not income qualified.

Paid \$700 or less	4%
Paid between \$700-\$1,000	12%
Paid between \$1,000-\$1,500	31%
Paid more than \$1,500	53%

The average cost of a bike purchased through this program was \$1,794.54.

University of Washington research findings

The University of Washington evaluated the program’s performance against four objectives identified in their [June 2024 Policy Brief](#):

- Deliver benefits to overburdened communities in low-income households
- Improve access, mobility and health
- Improve safety on roadways
- Reduce carbon emissions and non-carbon pollutants

People who applied for an e-bike rebate were asked to participate in their study. More than 1,200 people agreed to join the research project. Participants downloaded the travel behavior tracking app OpenPATH. Information about the participants’ e-bike usage was collected using the app and by surveys.

Both rebate amounts resulted in statistically significant differences in the proportion of participants who purchased an e-bike. This indicates strong evidence that the rebates contributed to increased e-bike adoption in Washington state.

Over half (51 percent) of the income-qualified group selected for a rebate also lived in an overburdened community. Thirty percent of the non-income-qualified group lived in an overburdened community.

UW study participants were asked to rate their motivations for applying to the WE-bike rebate program. 61 percent said greater convenience and the ability to bike longer distances was “extremely” or “very” important. Additionally, 65 percent identified improving physical health, and 60 percent noted mental health benefits as highly important reasons for participating. These results are consistent with previous research indicating that e-bikes are valued both for increasing cycling convenience and for supporting physical and mental well-being.

The study evaluated people’s responses after e-bike purchases and found 44 percent reported their new e-bike allowed them to go places they previously had not visited. Sixty-eight percent reported using their e-bike in place of a car trip, 46 percent in place of a journey they previously walked and 33 percent replaced transit journeys with their e-bike journey. These results indicate that e-bikes expanded the range of trips participants could make and offered an alternative to driving, walking and transit for some trips.

While the UW evaluation and methodology was robust, the time frame for data collection was short in comparison to other studies when considering behavior change and carbon emission impacts. Washington’s program has yet to show a statistically significant decrease in car use and GHG emissions. Because other studies in North America and Europe have shown reductions in car use over time associated with e-bike use,⁹ UW recommends follow-up analysis.

Evaluation and lessons learned

The WE-Bike rebate program accomplished a lot in a short space of time. During site launch and close-out of voucher distribution WSDOT heard from the community directly via phone calls and emails and indirectly via bike shop partners. Bike shop partners and the vendor for the application platform shared things that went well and issues that arose. Additionally, WSDOT sent a survey to all bike shop partners to elicit feedback about their experiences. Staff analyzed data against project goals and legislative requirements to ensure alignment. Through the range of methods used to elicit program feedback, areas of strength and areas for improvement have been identified. The December 2025 UW evaluation report will include detail on these and other topics:

- Success with random selection: Based off the recommendations in the first UW policy paper, WSDOT chose to use random selection to identify applicants who would be awarded a rebate. This was successful in broadly distributing program benefits, as all 39 counties had rebates awarded.
- Rebate size effects: The \$300 value rebate was insufficient to encourage many people to purchase an e-bike. Some customers wanted to use it just for equipment, some new to e-bikes were disappointed they couldn’t receive a “free” bike with the rebate.
- Supply chain and carrying costs: Most bike shops have to pay suppliers upfront for the bikes when they order them for customers. Bike shops can only be reimbursed from the program when the bike is in the hands of the customer, meaning the capacity of the bike shops to meet demand is based on how much capital they have to use and how risk-tolerant they are about front loading the costs.
- Accessories: The list of accessories specified in the proviso was limiting; it didn’t include items such as child seats or bags/baskets for carrying groceries on the list of “qualifying equipment,” meaning

⁹ Most recent study: Bosshart, Lou, Sept. 23, 2025. [“B.C.’s e-bike rebates boost affordability, health and sustainable mobility.”](#) Full study, Polikakhina, P., Hassanpour, A., Yu, K., Winters, M., Bigazzi, A., 2025. [“Travel, Environmental, and Equity Impacts of Income-Conditioned E-Bike Rebates in British Columbia.”](#) University of British Columbia, Vancouver, Canada.

some participants who wanted to integrate their e-bike use into all aspects of their lives had to add funds to buy these load carrying items.

- **Process:** The application process with multiple steps created challenges for some applicants, particularly those who have limited experience with technology. Work is under way to simplify both the application and the webpage to enable more people to have fewer questions and broader access to the program.
- **Timeline:** Condensed timelines and the effort to distribute and redeem vouchers by the end of the fiscal year resulted in challenges with supply chain for bike shops towards the end. A periodic release over a longer period of time would help offset this.
- **New riders:** Initial reports from bike shops show that more than 50 percent of customers in most shops were new to the world of e-bikes.
- **Comparison with other programs:** Many of the challenges we experienced are reflected in other programs across the country. Standard/non-income qualified rebates typically see low levels

of redemption, e.g., Tacoma had a 17 percent redemption of their \$300 rebate offered at the same time as the WSDOT program, a program in California with \$400 standard rebate experiences a 10 percent redemption. APTIM, the consultant firm contracted to implement the work, reported that programs with rebates under \$500 typically experience low redemption rates.

Looking ahead

The Legislature appropriated \$7 million to the program for the 2025-27 biennium. Work has begun to update the external webpage and the application process. Plans include beta testing the application with community members, holding in-person outreach events and improving the technology to be more user friendly. Additionally, a longer rollout with periodic selections is planned to balance the customer service support and supply chain challenges. WSDOT has established a process for Washington residents to register their interest and receive notifications about future rounds.

E-BIKE LENDING LIBRARY AND OWNERSHIP PROGRAM

Overview

The appropriation for this program began July 1, 2024. The [2024 Legislative Report](#) provides details on program design (pp. 94, 95). This report focuses on the progress during the last fiscal year.

Funding

The 2023-25 budget appropriated \$2.0 million for the second year of the biennium. Funding for the 2025-27 biennium is \$2 million plus the reappropriated funds from 2023-25. All funding is from Climate Commitment Act revenues.

Application selection, funding level and review criteria

In February 2025 WSDOT held a listening session for those interested in the program with 20 participants representing a mix of government entities, tribes and nonprofits. ATD team members attended

multiple annual tribal meetings in 2025 to share the opportunity.

ATD launched a new [webpage](#) and the call for projects was active Aug. 15 to Oct. 3, 2025. Outreach has been conducted with more than 65 government entities and nonprofits as well as several tribes. WSDOT tribal liaison colleagues shared the call for projects with all Washington tribes and the opportunity was posted on FundHub as well as on the Electric Vehicle Coordinating Council's website. Two webinars for potential grantees have been held; 39 registered, including 3 tribes and a mix of nonprofits and government entities from across the state, and 31 attended.

Thirteen applications were received, from six government entities, one tribe and six nonprofits across the state. Applications were reviewed in October with award letters planned to be sent in December 2025.

FLEXIBLE PEDESTRIAN AND BICYCLE SAFETY PROVISO PROJECTS

Overview

In the 2023-25 budget the Legislature established the Flexible Pedestrian and Bicycle Safety funding line. It is intended to provide local jurisdictions with funding to address emergent issues related to safety for people walking and biking. Projects were identified by the Active Transportation Division in collaboration with the WSDOT Local Program Division's City Safety Program process, which was underway during fiscal year 2023. Four projects were identified for funding and approved by the Office of Financial Management, as required under the proviso.¹⁰

Funding

The 23-25 budget appropriated \$5.0 million for the first two years of the program. Three projects are underway, and one has been selected for funding and is awaiting initiation. Funding for the 2025-27 biennium is \$5.0 million. All funding is from the Multimodal-State account.

Program status summary and map

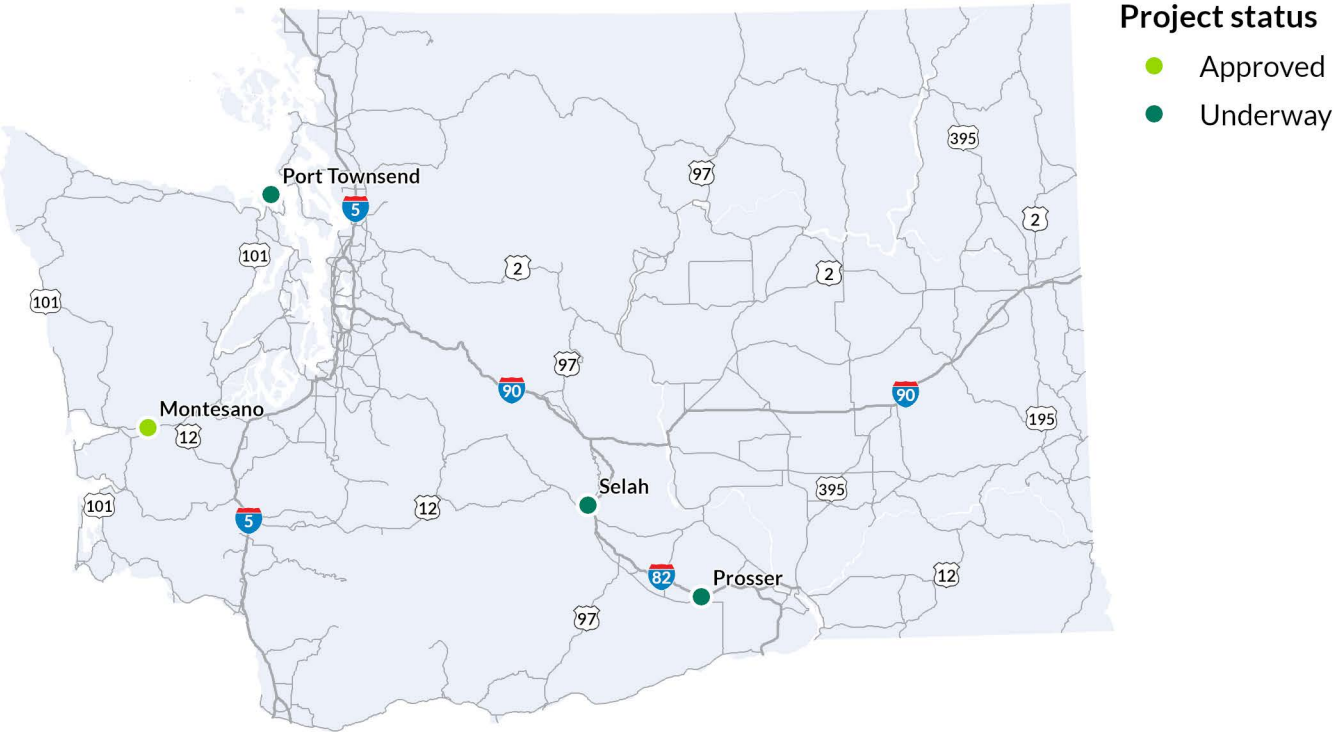
Table 6: Flexible Pedestrian and Bicycle Safety Proviso Projects status

Award year	Location	Leg dist.	Project	Award	Project status
2023	Montesano	24	Spruce Avenue and Main Street Pedestrian Safety Improvements	\$899,000	Approved
2023	Port Townsend	24	19th Street Active Transportation Safety Improvements	\$763,000	Underway
2023	Prosser	16	Roundabout at Wine Country Road and Old Inland Empire Highway	\$2,375,000	Underway
2023	Selah	15	1st Street Signalized Intersections Pedestrian Safety Improvements	\$958,000	Underway

Note: The term “approved” refers to projects that have received an award letter and are approved for funding. The term “underway” refers to projects that have begun work.

¹⁰ [ESHB 2134](#), Sec. 309 (21).

Figure 22 : Flexible Pedestrian and Bicycle Safety Proviso Projects by status.



TECHNICAL SUPPORT FOR LOCAL AGENCIES AND TRIBES

ATD provides technical assistance and builds capacity in local agencies and tribes through the work of all its programs. This section provides selected examples.

Active Transportation Planning Basics

This two-part workshop described reasons, benefits and basic composition of local active transportation plans, details of how to complete various components and examples from plans in Washington. Twenty-eight people attended these workshops, and recordings are available online ([Introduction to AT Planning Session 1](#) and [AT Planning Practices Session 2](#)) for others to view.

Active Transportation Design Workshops

We offered these tailored community workshops with host partners in eastern and western Washington beginning in fall 2025. These workshops covered the importance of managing roadway speeds through design, which reduces or eliminates a main factor in severe pedestrian/bicyclist crashes. They also covered intersection and linear designs that boost overall traffic safety and complete networks of active transportation.

Quick Build Guide

Quick Builds are a process and approach to planning and project delivery that works to quickly advance safety and connection through implementation on the ground. The [Quick Build Guide](#) will be a resource for the active transportation funding programs that provides guidance on quick build types, as well as the process and materials to consider. The guide complements the agency's Complete Streets approach and community engagement work, providing practitioners with tools to develop projects incrementally in partnership with community. WSDOT and partners provided a webinar introducing the concept and use.

Safe System Speed Limit Setting and Speed Management Guide

This work started in fall 2025 and will result in a handbook for local agencies to use when setting safe system speed limits and working to achieve safe system operating speeds, which will reduce serious and fatal crashes for everyone on the road. This work builds on the framework outlined in the [Washington State Injury Minimization and Speed Management Workgroup Report](#) and contributes to implementation of Target Zero, the state's Strategic Highway Safety Plan. The outcome will be an easy-to-follow guide for how to manage speeds and set speed limits to apply the safe system approach on local roads.

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

Project delivery slowed during the past year due to several factors. The large volume of state-funded projects in addition to significant federal funds increased workloads for all involved, including both local agencies and WSDOT regional staff. The freeze on contracting affected some elements of program delivery for WSDOT. Some jurisdictions reported staff turnover and recruitment challenges as additional reasons for project delivery delays.

These tables list all active projects. Refer to the [2024 legislative report](#) and earlier reports for projects closed out in prior years. To find information about a specific project or to view all projects in a specific geography, go to [Find a local project | WSDOT](#).

In project status tables “approved” refers to projects that have received an award letter and are approved for funding. The term “underway” refers to projects that have begun work.

Safe Routes to School project status 2015-2025

The table below lists the state of SRTS projects as of September 2025. Projects documented as complete in prior reports are not included here.

Table 7: Safe Routes to School project status 2015-2025

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	Underway
2021	Bellingham	42	Parkview Elementary SRTS	\$1,620,000	Underway
2025	Bellingham	40	Potter St at Lincoln St Roundabout and Pedestrian	\$950,000	Approved
2025	Benton City	16	Horne Drive/SR225 Sidewalk	\$1,248,000	Approved
2023	Bike Clark County	17, 18, 49	Active Transportation Empowerment Program	\$246,250	Underway
2017	Bothell	1	188th St Non-motorized Improvements	\$672,600	Complete
2017	Bremerton	35	Kitsap Lake Elementary SRTS	\$1,754,348	Complete
2019	Bremerton	23, 26, 35	School Zone Safety	\$244,000	Underway
2022	Bremerton	26	View Ridge Elementary - Almira Drive SRTS	\$4,155,000	Underway
2023	Burien	34	SW 116th St School Crossing (8th Ave SW - 10th Ave SW)	\$639,000	Approved
2021	Cascade Bicycle Club	Statewide	Statewide School-Based Bicycle Safety Education Program	\$498,257	Underway
2023	Centralia	20	Washington and Oakview Elementary Student Safety	\$2,242,270	Underway

Table 7: Safe Routes to School project status 2015-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2025	Chehalis	20	Elementary, Middle, and High School SRTS	\$1,751,000	Approved
2025	Chelan Co.	12	Manson Area SRTS Development	\$310,000	Approved
2025	Chelan Co.	12	So. Wenatchee Pedestrian, Phase III SRTS Design	\$210,000	Approved
2015	Chelan County	12	South Wenatchee Pedestrian Safety Improvements, Phase II	\$131,538	Underway
2022	Clark County	49	Hockinson Elementary School Flashers and Crosswalk	\$389,000	Underway
2023	Clark County	49	Truman Elementary School Safety	\$904,000	Underway
2023	Clarkston	9	Holy Family Catholic School Pedestrian Safety	\$3,548,820	Underway
2023	Clarkston	9	Grantham Elementary School Pedestrian Safety	\$1,909,060	Underway
2025	College Place	16	Davis Elementary School Area SRTS	\$1,535,000	Approved
2025	College Place	16	Sager Middle School SRTS	\$1,568,000	Approved
2025	Colville	7	Ft. Colville Elementary Non-Motorized Gaps	\$1,342,000	Underway
2023	Coulee Dam	12	Columbia Ave and Crest Dr RRFBS / River Dr School Zone Beacons	\$392,886	Underway
2023	Des Moines	33	North Hill Elementary Walkway	\$3,000,000	Underway
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
2025	East Wenatchee	7	N. Kentucky Ave SRTS	\$2,294,000	Approved
2017	Edmonds	1	Citywide Ped Crossing Enhancements	\$1,490,000	Complete
2017	Everson	42	SR 544 S. Everson Sidewalk	\$497,025	Underway
2019	Federal Way	30	Lakota Middle School - SW Dash Point Road	\$1,350,000	Complete
2021	Federal Way	30	Pacific Hwy Non-(16th Ave) Motorized Corridor - Ph 1	\$1,835,000	Underway
2023	Fife	25	62nd Ave E Multimodal	\$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

Table 7: Safe Routes to School project status 2015-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2025	Jefferson Co.	24	Chimacum School Campus - W. Valley Rd SRTS	\$998,000	Approved
2023	Kalispel Tribe of Indians	7	Camas Learning Center - Cusick School District Pedestrian Facilities	\$780,947	Underway
2021	Kelso	19	Huntington Middle School Safety	\$658,000	Complete
2022	Kelso	19	KHS - Allen Street SRTS	\$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 Sidewalk & School Speed Zone	\$760,900	Underway
2025	Kenmore	1	NE 155th Street	\$4,451,000	Approved
2023	Kennewick	8	S Conway Place School Zone and SRTS	\$751,232	Underway
2022	Kent	33, 47	SRTS - School Zone Flashers	\$397,800	Underway
2023	Kent	33	Meeker St at 64th Ave Intersection	\$1,880,000	Underway
2025	Kent	33	64th Ave S. and S. 236th St Intersection	\$3,000,000	Approved
2025	King Co.	34	12th Ave. SW Sidewalk SRTS	\$782,000	Approved
2023	King County	34	Highline School District - 8th Ave SW SRTS	\$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	\$966,196	Underway
2025	Lake Stevens	39	91st Ave SE Pedestrian and Bicycle	\$800,000	Underway
2021	Lakewood	29	Farwest Dr. SW	\$1,336,000	Underway
2021	Lakewood	29	112th St. SW - Clover Park High School Sidewalk	\$656,000	Complete
2023	Lakewood	28	112th St SW- Lake Louise School Sidewalk	\$1,142,720	Underway
2021	Lummi Nation	42	Mackenzie Road Sidewalk	\$200,000	Complete
2021	Lynnwood	21, 32	College Place Schools Safety	\$910,300	Underway
2022	Maple Valley	5	SR 516 Pedestrian Crossing	\$302,400	Underway
2021	Marysville	38	Cascade Elementary SRTS	\$599,089	Underway
2021	Marysville	38	Shoultes Elementary SRTS	\$394,073	Approved
2023	Marysville	38	Cascade Elementary - 100th St NE	\$783,821	Underway

Table 7: Safe Routes to School project status 2015-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2023	Marysville	38	Marysville Middle School - 49th Dr NE SRTS	\$412,740	Underway
2025	Marysville	38	Pinewood (84th ST NE) SRTS	\$1,082,000	Approved
2023	Moses Lake	13	Nelson Road Corridor Pedestrian	\$2,206,937	Underway
2019	Mountlake Terrace	1, 32	216th and 48th SRTS	\$468,194	Complete
2019	Mukilteo	21	76th and SR 525 Pedestrian Improvements	\$1,323,450	Underway
2021	Olympia	22	Boulevard Road Trail Crossing and Bike Corridor	\$893,607	Complete
2023	Olympia	22	NW and SW Neighborhood Bike Boulevard	\$837,900	Underway
2023	Pasco	9	Sandifur Parkway/Rd 90 & Argent Rd/Rd 88 Ped Crossings	\$1,038,408	Underway
2021	Pierce Co.	25	104th Street East	\$1,336,000	Underway
2021	Pierce Co.	29	168th Street East	\$741,000	Underway
2023	Pierce Co.	25	SRTS - 136th St E (97th Ave E to SR 161)	\$277,000	Underway
2023	Port Orchard	26	Sidney Rd Non-Motorized (SR-16 to Hovde)	\$1,394,750	Underway
2025	Port Townsend	24	Healthy Neighborhoods and SRTS Plan	\$350,000	Approved
2023	Poulsbo	23	Noll Road North 3A/3B	\$875,000	Underway
2021	Prosser	16	Kinney Way Improvements	\$690,100	Complete
2025	Richland	8, 16	Safe Routes to School Improvements	\$3,034,000	Approved
2019	SeaTac	33	34th Avenue South	\$2,464,000	Underway
2019	Seattle	46	NE 117th Street I/S & Sidewalk	\$950,000	Underway
2021	Seattle	32	Greenwood Ave, 1st Ave, & NE 135th St	\$1,000,000	Underway
2021	Seattle	2	Greenwood Ave, 1st Ave, & NE 135th St	\$620,000	Underway
2025	Seattle	37	Renton Ave S. Sidewalk & Neighborhood Greenway	\$5,550,000	Approved
2023	Seattle Public Schools	11, 32, 34, 36, 37, 43, 46	All Kids Bike Kindergarten Program	\$542,022	Underway
2025	Selah	15	Home Avenue Sidewalk	\$727,000	Approved
2019	Sequim	24	N. Sequim Avenue Sidewalk and Bike Lanes	\$1,098,000	Complete
2021	Shelton	35	SRTS Crosswalks	\$770,103	Underway

Table 7: Safe Routes to School project status 2015-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2021	Skokomish Tribe	35	SR 106/Reservation Rd/Tribal Center Rd Sidewalk	\$318,465	Complete
2021	South Bend	19	Madison Street Sidewalk	\$477,100	Complete
2021	Spokane	3	Shaw Middle School - Garland Ave Pathway	\$1,228,528	Underway
2021	Spokane	3	Bemiss Elementary Walk Route	\$717,635	Complete
2021	Spokane	3	Driscoll/Alberta/Cochran and Finch Elementary	\$692,923	Complete
2023	Spokane	3, 4	Scott Elementary Sidewalk	\$1,665,802	Underway
2023	Spokane	3	Stevens Elementary Walk Route	\$1,158,037	Underway
2025	Spokane	3	Flett Middle School SRTS	\$2,307,000	Approved
2025	Spokane	3, 6	Sacajawea Middle SRTS	\$1,799,000	Approved
2022	Spokane Co.	4	Otis Orchard Elementary School SRTS	\$623,000	Complete
2025	Spokane Co.	6	Creekside Elementary School SRTS	\$940,000	Approved
2022	Spokane Valley	4	Bowdish Road Sidewalk and Bike Lane	\$1,668,500	Underway
2025	Spokane Valley	4, 9	Arterial Schools Crossings SRTS	\$1,192,000	Approved
2021	Tacoma	29	Manitou Elementary SRTS	\$543,091	Complete
2023	Tacoma	29	Baker Middle School SRTS	\$1,469,658	Underway
2025	Tacoma	29	Stewart Middle School SRTS	\$2,043,000	Approved
2022	Thurston Co.	22	Pleasant Glade Elementary Pedestrian Improvements SRTS	\$1,440,000	Underway
2023	Toppenish	15	Jackson Street and Juniper Street	\$154,010	Approved
2025	Tukwila	11	46th Ave S. SRTS	\$521,000	Approved
2023	Tumwater	22	2nd Avenue Pedestrian & Bicycle	\$2,115,000	Underway
2023	University Place	28	School Crosswalk Safety	\$1,207,900	Underway
2025	Vancouver	49	Walnut Grove Elem. School Sidewalk and Ped Crossing	\$1,801,000	Approved
2025	Vancouver	49	Image Elementary School Pedestrian Crossing	\$292,000	Approved
2025	Vancouver	49	Lincoln Elementary School Crossing	\$215,000	Approved
2025	Washougal	17	39th Street Sidewalk Design	\$2,063,000	Approved

Table 7: Safe Routes to School project status 2015-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2019	Wenatchee	12	Methow Street Improvements	\$786,600	Complete
2023	Wenatchee	12	Crawford and Okanogan Intersection	\$1,965,500	Underway
2023	Wenatchee	12	Orchard Middle School - Sunset Ave	\$628,000	Underway
2025	Wenatchee	12	Lincoln Elementary Methow Ferry Crossing SRTS	\$856,000	Approved
2021	WSDOT (NC)	7	WSDOT: SR 155 Omak East School	\$1,412,700	Underway
2021	WSDOT (SW)	17	WSDOT: SR 500/NE Fourth Plain Boulevard	\$1,011,587	Underway
2023	WSDOT Active Transportation	N/A	Local Agency ATD Capacity Building (SRTS)	\$2,950,000	Underway
*	Hoquiam	24	ATAP Table 1 for details		
*	Kelso	20	ATAP Table 1 for details		
*	Raymond	19	ATAP Table 1 for details		
*	Shelton	35	ATAP Table 1 for details		
*	Spokane Valley	4	ATAP Table 1 for details		
*	Walla Walla County	16	ATAP Table 1 for details		
2025	WSDOT Active Transportation	All	Local Agency ATD Capacity Building Active Transportation Assistance Program	\$8,149,000	Underway
2017	Yakima	14	McClure Elementary School Vic. Safety	\$270,000	Complete

Pedestrian and Bicyclist Program project status 2013-2025

The table below lists the state of PBP projects as of September 2025. Projects documented as complete in prior reports are not included here.

Table 8: Pedestrian and Bicyclist Program project status 2013-2025

Award year	Location	Leg dist.	Project	Award	Project status
2022	Airway Heights	6	Craig Road Shared Use Path	\$950,000	Underway
2019	Anacortes	40	Commercial Ave Corridor	\$1,371,188	Underway
2025	Auburn	47	Downtown Bike to Transit (10th Street NE/ NW)	\$1,924,000	Approved
2013	Bainbridge Island	23	Olympic Drive Non-Motorized Improvements	\$644,200	Complete
2017	Battle Ground	31	SR 503 Shared Use Pathway	\$906,707	Complete
2022	Bellingham	42	West Illinois Pedestrian & Bicycle Safety	\$1,357,000	Underway
2025	Bremerton	26	6th Street Active Transportation	\$3,160,000	Approved
2025	Burlington	40	SR 20 Nonmotorized & Safety	\$3,395,000	Approved
2023	Chelan	12	US 97A Lakeside Trail	\$3,001,931	Underway
2015	Clark County	49	Highway 99 Pedestrian/Bicycle Improvements	\$725,000	Complete
2023	College Place	16	College Place Post Office Crosswalk	\$158,389	Underway
2025	Confederated Tribes of the Colville Reservation		Pedestrian Lighting Near Nespelem Community Center	\$3,196,000	Approved
2025	East Wenatchee	7	5th Street NE Multimodal & Safety	\$3,620,000	Approved
2019	Electric City	12	Shoreline Waterfront Trail	\$672,410	Complete
2015	Everett	38	W Marine View Dr. and Alverson Blvd Pedestrian Safety	\$400,200	Underway
2021	Everett	12, 38	Citywide Bicycle Wayfinding	\$373,090	Underway
2025	Everett	38	Sievers-Duecy Blvd and East Marine View Drive	\$1,286,000	Approved
2021	Federal Way	30	S. 288th Street Road Diet	\$1,000,000	Underway
2023	Granger	15	Roundabout at 3rd Street/SR 223	\$3,226,300	Underway
2019	Jamestown S'Klallam Tribe	24	ODT - Old Olympic Highway to Blyn Road	\$105,282	Underway

Table 8: Pedestrian and Bicyclist Program project status 2013-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2023	Jamestown S'Klallam Tribe	24	Olympic Discovery Trail (Blyn Road to Old Blyn Hwy) PBP	\$1,490,500	Approved
2025	Jamestown S'Klallam Tribe	24	Olympic Discovery Trail Development	\$229,000	Approved
2013	Jefferson County	24	Quilcene Complete Streets Project	\$884,165	Underway
2023	Kalispel Tribe	7	LeClerc Road Ped-Bike Path	\$337,000	Underway
2021	Kelso	19	Pedestrian and Bike Safety	\$929,000	Underway
2017	Kenmore	46	Juanita Drive Pedestrian and Bicycle Improvements	\$525,600	Underway
2019	Kenmore	46	Juanita Drive Pedestrian and Bicycle Improvements	\$2,000,000	Underway
2021	Kenmore	46	61st Ave NE Sidewalk	\$1,364,265	Underway
2021	Kenmore	46	Wayfinding and Connectivity Improvements	\$306,047	Complete
2023	Kenmore	46	80th Ave NE Sidewalk and Bike Lane	\$2,222,636	Underway
2025	Kenmore	1	NE 175th St Pedestrian & Bicycle	\$2,625,000	Approved
2023	Kennewick	8	Keene Trail Extension	\$2,339,819	Underway
2021	Kent	33, 47	Rectangular Rapid Flashing Beacons	\$1,163,588	Underway
2022	Kent	33	Pedestrian Hybrid Beacon on 108th Ave SE	\$875,420	Underway
2023	Kent	33	Meeker Street Multimodal	\$1,807,000	Underway
2023	Kent	33	SR 99 Pedestrian Hybrid Beacon	\$559,000	Underway
2025	King Co. Parks	11,34	Green River Trail North Extension	\$2,350,000	Approved
2017	King County	37	Renton Avenue Pedestrian Safety	\$590,000	Complete
2021	King County	37	Renton Avenue Pedestrian Safety	\$2,000,000	Complete
2021	Lakewood	29	Pine St. Sidewalk and Pedestrian Crossing	\$883,000	Underway
2021	Lynnwood	32	Scriber Creek Trail Phase 2	\$1,750,000	Underway
2023	Lynnwood	32	Scriber Creek Trail Phase 3	\$1,625,000	Underway
2019	Mill Creek	44	132nd Street Mid-Block Crossing	\$0	Cancelled
2023	Moses Lake	13	SR 17/Stratford Rd Interchange Pedestrian	\$685,088	Underway
2022	Olympia	22	4th Ave and Plum St Pedestrian and Bike	\$1,269,000	Underway
2021	Pasco	16	Sylvester Street Safety	\$2,675,800	Underway

Table 8: Pedestrian and Bicyclist Program project status 2013-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2023	Pasco	9	Sylvester Street Pedestrian/Bicycle Overpass	\$3,357,000	Underway
2025	Pasco	14	Clark Street	\$1,793,000	Approved
2023	Pateros	12	Highway 97 Pedestrian Crossing & Pathway	\$99,219	Underway
2025	Pierce Co.	29	C Street South Development/Design	\$350,000	Approved
2023	Port Angeles	24	10th Street Bike Boulevard & 8th	\$1,959,000	Underway
2023	Port Orchard	26	Tremont St Non-Motorized Ph. 2 & 3 Development	\$732,000	Underway
2019	Port Townsend	24	Discovery Road	\$1,442,082	Underway
2025	Port Townsend	24	SR 20 Bike and Pedestrian Safety	\$1,234,000	Approved
2017	Redmond	48	Redmond Central Connector Linkages	\$0	Cancelled
2015	Renton	37	Lake Washington Loop Trail - Phase 3	\$426,000	Underway
2017	Renton	37	Lake Washington Loop Trail - Phase 3	\$430,000	Underway
2023	Richland	8	Central Richland Active Transportation	\$154,000	Underway
2022	SeaTac	33	Airport Station Area Pedestrian Improvements	\$3,000,000	Underway
2021	Seattle	37	MLK Jr. Way S Protected Bike Lane	\$1,800,000	Underway
2021	Seattle	32, 36, 43, 46	SR 99/Aurora Ave N Planning	\$1,500,000	Underway
2023	Seattle	37	Pedestrian Scale Lighting	\$2,556,000	Underway
2025	Seattle		Central Area Neighborhood Greenway Connections	\$5,151,000	Approved
2023	Snohomish Co.	21	128th St SW - 8th Ave W to Interurban Trail	\$900,000	Underway
2019	Soap Lake	12	Daisy Street Pedestrian Crossing	\$63,400	Underway
2023	Spokane	3	Lincoln Street Restripe - Summit to Sinto	\$3,620,356	Underway
2023	Spokane	3	Maxwell Bike Lanes	\$1,470,070	Underway
2025	Spokane	3	29th Avenue Restripe	\$3,661,000	Approved
2022	Spokane Valley	4	Sprague Avenue Pedestrian Hybrid Beacon	\$556,400	Underway
2025	Spokane Valley	4	Arterial Crossings at Mansfield, Appleway	\$285,000	Approved
2025	Spokane Valley	4	Barker Rd. Roundabout at 8th Ave.	\$1,665,000	Approved
2023	Sumner	31	Fryar Ave Shared Use Trail	\$5,328,450	Underway

Table 8: Pedestrian and Bicyclist Program project status 2013-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2025	Sunnyside	14	Yakima Valley Highway Development	\$880,000	Approved
2025	Swinomish Tribe	10	Swinomish Village Sidewalk Gaps	\$1,372,000	Approved
2021	Tacoma	27, 29	S Cedar Street Active Transportation	\$1,166,630	Underway
2019	Tumwater	22	Capitol Blvd Corridor - Israel Rd to M St	\$1,056,000	Complete
2019	Twisp	12	North End SR 20 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	Nookwa-Chahbsh Lane Safety Improvements	\$705,000	Complete
2025	Upper Skagit Indian Tribe	39	Coyote Drive Pedestrian Safety	\$632,000	Underway
2019	Vancouver	49	Devine Road Bicycle and Pedestrian Safety	\$489,000	Complete
2023	Walla Walla	16	Pine Street - 2nd Ave to 9th Ave	\$1,224,302	Underway
2025	Walla Walla	16	Poplar Street	\$1,555,000	Approved
2023	Wenatchee	12	North Wenatchee Ave Shared-Use Trail - Phase 1	\$2,134,659	Underway
2025	Wenatchee	12	Ferry St Bicycle Corridor Development	\$307,000	Approved
2025	White Salmon	17	Skyline Drive and SR141 Pedestrian	\$173,000	Approved
2023	Woodinville	45	SR 202 Widening and Trestle Replacement - Phase B	\$2,250,000	Underway
2017	WSDOT (HQ)	N/A	Pilot Cities for Permanent Bike/Pedestrian Counter Methodology Comparison	\$197,000	Complete
2019	WSDOT (NW)	10, 39, 40	WSDOT: US Bicycle Route Wayfinding Signage	\$150,000	Complete
2022	WSDOT (NW)	46	WSDOT: Northgate Way Pedestrian Safety	\$1,734,000	Underway
2023	WSDOT (OL)	25, 28, 29	WSDOT: SR 7 Pedestrian Crossing	\$2,257,115	Underway
2019	WSDOT (SW)	19	WSDOT: SR 4 Signing and Channelization Road Diet	\$617,000	Complete
2021	WSDOT (SW)/ Centralia	20	SR 507 Pedestrian/Bicycle Safety	\$943,166	Approved
2023	WSDOT Active Transportation	N/A	Local Agency ATD Capacity Building (Ped/ Bike)	\$2,835,000	Underway

Table 8: Pedestrian and Bicyclist Program project status 2013-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
*	Cowlitz Indian Tribe	20	ATAP Table 1 for details		
*	Hoquiam	24	ATAP Table 1 for details		
*	Kelso	20	ATAP Table 1 for details		
*	Richland	16	ATAP Table 1 for details		
*	Shelton	35	ATAP Table 1 for details		
*	Spokane Valley	4	ATAP Table 1 for details		
*	Swinomish Indian Tribal Community	10	ATAP Table 1 for details		
2025	WSDOT Active Transportation		Local Agency ATD Capacity Building Active Transportation Assistance Program	\$8,882,000	Underway
2023	Yakima	15	Fred Meyer Active Transportation Pathway	\$1,630,904	Approved
2025	Yakima	15	Wendy Baker Shared-Use Path	\$1,400,000	Underway

Sandy Williams Connecting Communities Program project status 2023-2025

The table below lists the state of SWCCP projects as of September 2025.

Table 9: Sandy Williams Connecting Communities Program project status 2023-2025

Award year	Location	Leg dist.	Project	Award	Project status
2024	Aberdeen	19	US 101 Safety	\$800,000	Underway
2023	Airway Heights	6	US 2 Active Transportation Improvements	\$2,000,000	Underway
2024	Airway Heights	6	US-2 Ped & Multimodal Enhancement Project, Phase 1	\$850,000	Underway
2025	Airway Heights	6	US 2 Pedestrian and Multimodal Project, Phase 1	\$2,000,000	Approved
2023	Anacortes	40	Commercial Avenue Complete Streets	\$0	Cancelled
2025	Centralia	20	Hayes Lake Trail	\$800,000	Approved
2025	Colville Conf. Tribes (NC)	7	Pedestrian Lighting Near Nespelem Community Center	\$2,100,000	Approved
2023	Jamestown S'Klallam Tribe	24	Dungeness River Truss - Olympic Discovery Trail	\$250,000	Underway
2024	Jefferson Co.	24	SR 19 Rhody Dr Ped/Bike - South	\$401,300	Underway
2023	Kent	33	Willis Street Road Diet	\$683,000	Cancelled
2024	Moses Lake	13	SR 17 Shared Use Path - Patton Blvd to Grape Drive	\$2,000,000	Underway
2025	Okanogan Co. and Methow Trails	7	Twisp to Winthrop Trail Connection	\$650,000	Approved
2024	Othello	15	SR 26 Community Trail	\$910,000	Underway
2023	Pasco	16	Sylvester Street Pedestrian/Bicycle Overpass	\$373,000	Underway
2025	Port Townsend	24	HOPE-20: Healing from Outdated Planning and Engineering along SR-20	\$500,000	Approved
2025	Sequim	24	E. Washington Active Transportation Expansion	\$435,000	Approved
2024	Shelton	35	Cross-town Trail, Phase 2	\$275,000	Approved
2025	Snohomish Co.	21	Interurban Trail/Maple Rd Overcrossing at I-5 Improvements	\$250,000	Underway
2024	Tacoma	29	Pedestrian Mobility & Safety at S. 56th St/ Pacific Ave	\$650,000	Underway

Table 9: Sandy Williams Connecting Communities Program project status 2023-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2025	Tacoma	27	South Tacoma Way Vision Zero Project (S. Pine St to S. 60th St)	\$1,500,000	Approved
2025	Thurston Co.	35	Rochester Main Street Improvements - Phase 1	\$1,000,000	Approved
2025	Toppenish	14	W. First Street Pedestrian Crossing Improvements	\$1,400,000	Approved
2023	TRPC	2, 22	Martin Way Crossing Strategy	\$700,000	Underway
2025	Union Gap	15	Main Street Downtown Revitalization Phase 2 - Civic Core	\$498,000	Underway
2024	Vancouver	49	Vancouver Plaza Drive Enhanced Pedestrian Crossing	\$425,000	Underway
2025	Vancouver	49	Upper Main Street Safety and Mobility Project On-Street Shared-Use Path	\$2,000,000	Approved
2024	Walla Walla	16	9th Ave/SR 125 Pedestrian Crossing Study	\$450,000	Underway
2025	Wenatchee	12	Bridge Street Multimodal Corridor Improvements	\$1,725,000	Approved
2025	Whatcom Parks & Recreation	40, 42	Bay to Baker Trail: Planning Multimodal Connectivity Between Kendall and Glacier	\$425,000	Approved
2025	WSDOT (ER)	4	SR-27 Enhanced Pedestrian Crossings	\$575,000	Approved
2023	WSDOT (NC)	7	WSDOT: SR 155 Active Transportation Access	\$1,500,000	Underway
2023	WSDOT (NC)	7	WSDOT: Omak to Okanogan Ped/Bike Feasibility Study	\$750,000	Underway
2023	WSDOT (NW)	37	WSDOT: Judkins Park Station - I-90 Reconnecting Communities	\$2,000,000	Underway
2023	WSDOT (NW)	11, 37	WSDOT: SR 900/57th Ave S to S 135th St - Pedestrian and Safety Improvements	\$1,000,000	Underway
2023	WSDOT (NW)	11, 33	WSDOT: SR 518/SR 99 Interchange Active Transportation Improvements	\$850,000	Underway
2024	WSDOT (NW)	40	WSDOT: SR 538 Leigh Way Vic to SR 9 Paving	\$500,000	Underway
2024	WSDOT (NW)	42	WSDOT: SR 539 / Guide Meridian Complete Streets Pre-Design	\$600,000	Underway
2024	WSDOT (NW)	32	WSDOT: SR 99/Lynnwood and Unincorporated Snohomish County Pre-Design Study	\$800,000	Underway

Table 9: Sandy Williams Connecting Communities Program project status 2023-2025 (continued)

Award year	Location	Leg dist.	Project	Award	Project status
2023	WSDOT (SC)	14, 15	WSDOT: Heritage Connectivity Trails - Advancing Mobility and Communities	\$300,000	Underway
2024	WSDOT (SC)	13	WSDOT: Moxee Trail	\$1,600,000	Approved
2024	WSDOT (SW)	20	WSDOT: SR 507/Skookumchuck River to Thurston Co Line - Pavement Rehab	\$200,000	Underway
2024	WSDOT (SW)	19	WSDOT: SR 4/Crawford Bridge Pedestrian Illumination	\$885,000	Underway

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 Trip Reduction
ESHB	Engrossed Substitute House Bill
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

Active Transportation Funding Programs Report, December 2024	https://wsdot.wa.gov/sites/default/files/2024-12/Active-Transportation-Funding-Programs-Report-December2024.pdf
Active Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf
E-Bike Lending Library and Ownership Grant Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/e-bike-lending-library-and-ownership-grant-program
Injury Minimization and Speed Management Policy Elements and Recommendations	https://wsdot.wa.gov/sites/default/files/2021-10/InjuryMinimization-SpeedManagement-PolicyElements-Recommendations.pdf#:~:text=Speed%20management%20for%20injury%20minimization%20is%20a%20recommended,enforcement%20for%20users%20of%20all%20ages%20and%20abilities
Safe Routes to School Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/safe-routes-school-program
Pedestrian/Bicyclist Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/pedestrian-bicycle-program
Recorded Training – Introduction to AT Planning Session 1	https://recordingassets-store-prod-useast1-osdops.s3.amazonaws.com/676677/1227897/1490a9fa-92dc-4cdd-b15a-e910cb4c2238/recording/3200397323303045504/3200397323303045504.mp4?response-content-disposition=attachment%3B%20filename%3D%22Active%20Transportation%20Planning%20Basics%20-%20Session%201%20%287-30-2025%29.mp4%22%3B%20filename%2A%3DUTF-8%27%27Active%2520Transportation%2520Planning%2520Basics%2520-%2520Session%25201%2520%25287-30-2025%2529.mp4&X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Date=20251126T074107Z&X-Amz-SignedHeaders=host&X-Amz-Expires=86400&X-Amz-Credential=AKIAZVFEQAKQMZWDC2AC%2F20251126%2Fus-east-1%2Fs3%2Faws4_request&X-Amz-Signature=9cc54f5edefc18f49025bdb2eaa41c45177a84e0d3091d8f793220502896c520
Recorded Training – AT Planning Practices Session 2	https://recordingassets-store-prod-useast1-osdops.s3.amazonaws.com/676677/1227897/c7e3feb4-b556-4cdc-aab6-bc6230890d49/recording/4085727384516740104/transcode/4085727384516740104.mp4?response-content-disposition=attachment%3B%20filename%3D%22Active%20Transportation%20Planning%20Basics%20-%20Session%202%20%287-31-2025%29.mp4%22%3B%20filename%2A%3DUTF-8%27%27Active%2520Transportation%2520Planning%2520Basics%2520-%2520Session%25202%2520%25287-31-2025%2529.mp4&X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Date=20251126T074146Z&X-Amz-SignedHeaders=host&X-Amz-Expires=86400&X-Amz-Credential=AKIAZVFEQAKQMZWDC2AC%2F20251126%2Fus-east-1%2Fs3%2Faws4_request&X-Amz-Signature=09e53a410c16f4883eef9581878c3706fa2f6c26ff6a94ffa43bbca27b7eeabe

WEBSITES FEATURED (CONTINUED)

Pedestrian/Bicyclist and Safe Routes to School Program Report 2021	https://wsdot.wa.gov/sites/default/files/2021-11/2021-Bike-Ped-SRTS-Report_0.pdf
Sandy Williams Connecting Communities Program	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/active-transportation-funding-programs/sandy-williams-connecting-communities-program
WE-Bike WSDOT E-Bike Rebate Program	https://wsdot.wa.gov/travel/bicycling-walking/bicycling-washington/e-bike-rebate-program
WSDOT Active Transportation Programs Design Guide	https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf

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.

Americans with Disabilities Act (ADA) Information

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

ESPAÑOL

Notificación de Título VI al Público

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

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

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov 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 연락해주시고.

미국 장애인법(ADA) 정보

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

русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

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

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

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

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 Phối 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.

العَرَبِيَّة – ARABIC

العنوان 6 إشعار للجمهور

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: (360) 855-362-4ADA (4232) 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 waajibbaadkeena 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 diraaya 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.

MORE INFORMATION

Barb Chamberlain

ACTIVE TRANSPORTATION DIVISION

Washington State Department of Transportation

360-704-6386

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