

Active Transportation Funding Programs Plus

2022

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Move Ahead WA AT Funding

Program	16-year total (in millions)
Pedestrian/Bicyclist Program (PBP)	\$278
Safe Routes to School (SRTS)	\$290
School-Based Bicycle Program	\$216
Connecting Communities Pilot	\$50
NL-2 Tiered Bike/Ped Project List	\$313

Pedestrian and Bicyclist Program and Safe Routes to School 2023-2025

- All roads
- All public agencies & tribal governments are eligible
- No match is required



Pedestrian and Bicyclist Program and Safe Routes to School

Funding used for:

- Linear pedestrian facilities such as sidewalks and trails
- Linear bicyclist facilities such as bike lanes and cycle tracks
- Crossing improvements such as flashing beacons, bike boxes, and roundabouts
- Speed management treatments such as speed humps and traffic safety cameras
- Education and Encouragement Activities



Pedestrian and Bicyclist Program and Safe Routes to School

Biennial Cycle

Even Years:

- Call for projects
- Public agencies & tribes submit applications
- Competitive review process
- Submit ranked list to legislature

Odd Years:

- Legislature sets funding level
- Award projects
- State collision analysis
- Outreach to cities, counties and tribes for next cycle

Pedestrian and Bicyclist Program

Purpose

- Eliminate pedestrian and bicyclist fatal and serious injury traffic crashes.
- Increase the availability of connected pedestrian and bicyclist facilities that provide low traffic stress and serve all ages and abilities.
- Increase the number of people that choose to walk and bike for transportation.



Pedestrian and Bicyclist Program

- \$51.9 million expected for 2023-2025
- State funds
- Includes construction or development/design only projects



Safe Routes to School Program

Purpose

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



Safe Routes to School Program

- \$54 million expected for 2023-2025
- Federal and State
- Nonprofit entities are eligible
- Includes construction, development/design only and education/encouragement projects



Current and Historical Funding Levels

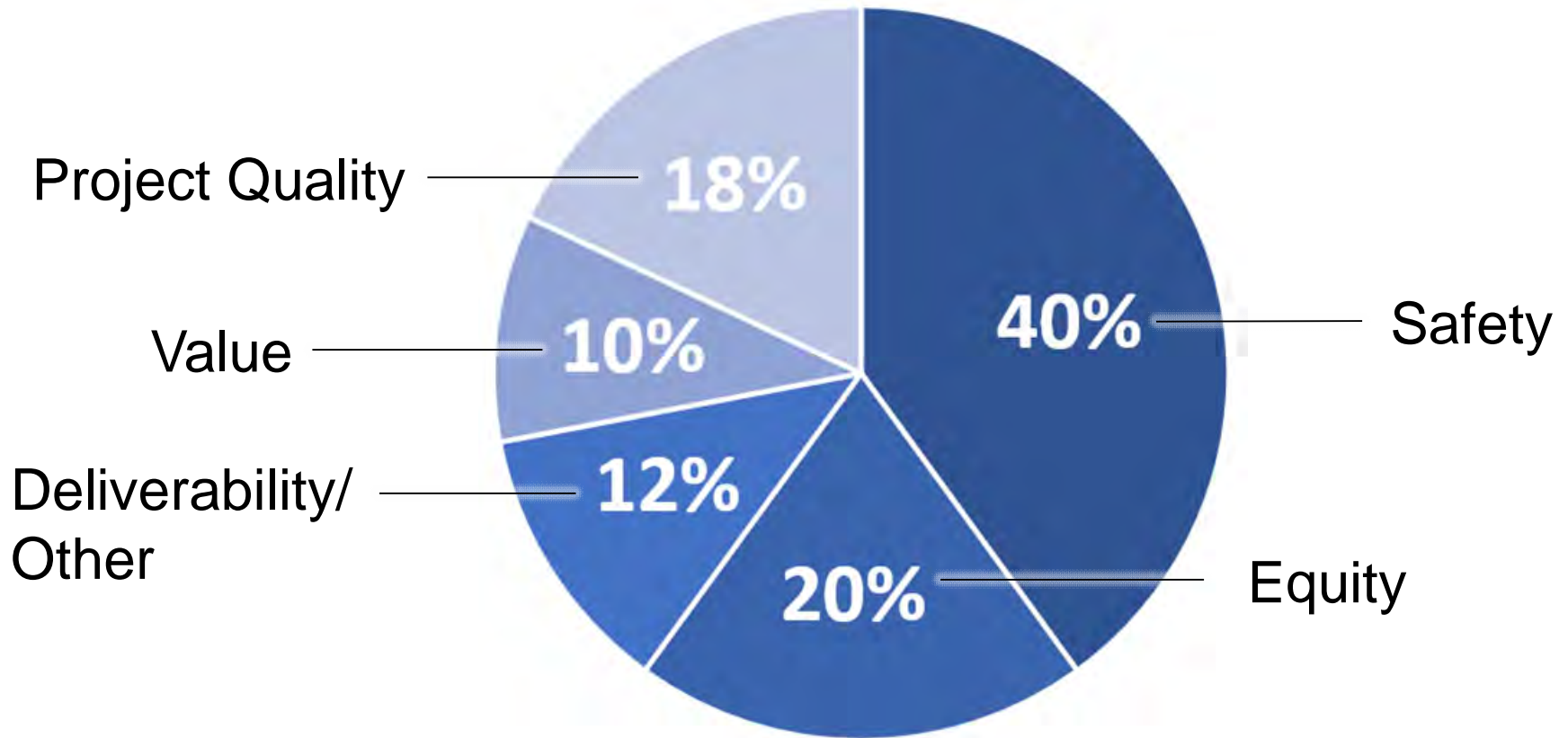
- **Past:**
 - Competitive Programs, about 20% of requested projects have been funded
- **Currently:**
 - Funding levels have almost tripled relative to the last three calls.
 - Funding requests have more than doubled relative to last cycle.

Selection Process

- Internal review to tier projects
- Review committee evaluation
- Electronic or on-site project reviews
- Prioritized list to Governor and Legislature



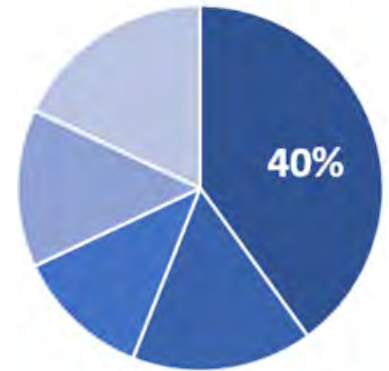
Review Criteria – Prioritization Based On



A pie chart showing the review criteria that will be considered and by how much: Safety 40%, Project Quality 18%, Value 14%, Deliverability/Other 12% and Equity 16%..

Safety - Systemic Safety or Crash Location Improvements

- Crash pattern comparison
- Crash History
- Local Roads Safety Plan
- Level of Traffic Stress
- Speed Management



Inappropriate Use of Funding

- Recurring costs
- Pavement resurfacing/preservation
- Motor vehicle improvements at odds with active travel safety
- School bus safety projects or improvements to school bus stops
- Portable enforcement equipment
- Gifts or stipends

Legislative Direction

- Increase utilization of the program by a greater diversity of jurisdictions
- Provide an equitable distribution of program resources to projects that serve
 - people of color
 - low-income populations

School-based bike safety education program

- **Bigger, better statewide bike safety education: \$216M over 16 years**
 - Elementary grades through high school, school-based and after-school programs
 - WSDOT will contract with Cascade Bicycle Club, which will then have subcontracts with schools and local partners



Connecting Communities Pilot Program

- 5-year, \$50M
 - Locations where legacy state transportation facilities disrupted the active transportation network
 - “Legacy” includes state routes transferred to local agencies
 - Extensive list of criteria including access to transit, community services
 - Not a competitive process

Move Ahead Washington More for Active Transportation

- **Complete Streets design directive on state routes:** WSDOT projects \$500K or more that go into design from July 1, 2022
 - WSDOT projects are generally prioritized based on pavement conditions or a directive from the legislature, which doesn't map directly to AT needs
 - **Get your plans updated to include connections on/across state routes** so we can sync up with your plans when we come through with a project
- **NL-2 Tiered Bike/Pedestrian List:** 43 community pedestrian/bicyclist projects, \$317M
 - WSDOT to prioritize in 3 tiers for benefits to overburdened communities
- **TIB Complete Streets grants:** \$146M over 16 years (added to existing funding)



WSDOT Public Transportation Region Mobility Grants

- **Eligible Entities**
 - Cities, counties, ports, and public transit agencies in Washington State
- **Applications accepted once per biennium**
 - \$77 million available
 - Must increase connectivity or decrease vehicle miles traveled
 - Must be in a local plan
- **Next opportunity will be 2024**
 - Concept letter in early 2024
 - Work with WSDOT regions, Regional Transportation Planning Organizations, and local transits now to be ahead in the process later
- **Sign up for grant updates in GovDelivery**

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Definitions

Overburdened communities

include, but are not limited to:

- Communities highly impacted by fossil fuel pollution and climate change.
- Communities located in census tracts that are fully or partially on “Indian country.”

Vulnerable populations include, but are not limited to:

- Racial or ethnic minorities.
- Low-income populations.
- Populations disproportionately impacted by environmental harms.
- Populations of workers experiencing environmental harms.

Vulnerable populations in overburdened communities

WSDOT has a minimum target of 35% and a goal of 40% of its total investments providing direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities, 10% tribal benefits (included within the 35-40%). Required for funding from the Climate Commitment Act.