# WSDOT

# Sandy Williams Connecting Communities Grant Program: Introduction and Guidance 2025-2026

# 01 Program Description

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 along and across current and Legacy state highways. The program name honors **Sandy Williams**, a community activist who worked to reconnect her African American neighborhood after the construction of Interstate 90 through Spokane split the city in half.

The program prioritizes work **in high equity need communities.** These communities are inclusive of those with:

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

# Grant Program Priorities

- **Investing in people**. The infrastructure we plan and construct puts people and place in the center.
- **Transformative projects that make community improvements beyond transportation.** They consider interrelated issues like gentrification, climate change, and resilience.
- Projects that enhance **safety, comfort and connectivity.** These projects make it easier for community members to access community spaces and essential services such as recreation centers, medical centers, grocery stores, schools, transit, and parks.
- **Partnerships between** government agencies, community-based organizations, and diverse small businesses representative of high equity needs communities are prioritized.
- **Integrate racial equity considerations more fully into investment priorities**. Community-led project design creates projects aligned with community priorities, while building community trust and support at every step of the development process.

Funds for projects supporting high equity needs communities can be used for planning, design, or construction, and can be used as a match for a federal grant award. **A total of $10 million is available for projects statewide for 2025-2026. No matching funds are required.**

# SWCC Grant Process

1. **Determine project location** using the [Sandy Williams Connecting Communities Equity Need Viewer](). Locations that meet the criteria for very high and high equity need or are in an Overburdened community are prioritized for funding.
2. **Assemble your team**. Active transportation infrastructure often intersects with multiple partners that should be a part of the process. State, regional and tribal governments, local jurisdictions, transit agencies and community-based organizations are a few examples. This team collaborates together on the application.
3. **Fill out the project interest form**. The form needs to be completed by the due date. Interest forms received after the deadline will not be considered. Text for the interest form can be found in Appendix A.
4. Applicants that have **project concepts that best align with the selection criteria will be invited to a 30 minute conversation**. At this point you will be asked to provide a more detailed budget and documentation of tribal consultation.

We will be providing opportunities for questions throughout the month of August. Active Transportation engineers will be available for consultation in August. Bring your project proposals to workshop.

# 02  Eligibility

## Eligible Projects

Eligible projects for funding are located on or along a current or legacy state highway located in a high equity need community. Projects should be planned for facilities accessible, safe and comfortable for all ages and abilities to walk, bike or use a mobility device. This means projects should be planned to reach level of traffic stress 1.

The program has identified four types of projects to support connectivity and environmental justice.

| Type of focus | Ways to support connectivity + Environmental Justice |
|---|---|
| **MITIGATING AND/OR RECONNECTING** | Addressing large-scale interstate disconnections that have displaced and dissected established communities. Reconnect South Park, Seattle WA |
| **CURRENT AND LEGACY STATE HIGHWAYS AS CITY STREETS** | State highways as city streets that run through communities. Redesigning roadways as Complete Streets so that everyone has a choice and access to opportunity and safety. Rockville to unveil street safety mural, traffic-calming improvements \| MoCo360 |
| **PARALLEL FACILITIES TO SUPPORT CONNECTIVITY** | Developing shared-use paths and greenways to support connectivity to essential services and community spaces, and create safer spaces for walking, biking, and rolling. Merced Ave greenway, El Monte CA |
| **QUICK BUILD PROJECTS** | Projects to support community engagement + ownership, iterate potential design options, and address safety and connectivity in the near term. City of Wenatchee Complete Streets Quick Build |

## Project Phases

The SWCCP can fund any project phase: planning, design or construction. Projects include but are not limited to **active transportation planning studies, sidewalks, shared-use paths, Complete Streets improvements, community engagement and neighborhood greenways**. There are four focus areas for the grant program.

- **Planning:** Funding for equitable, community-centered transportation planning focused on restoring community connectivity, public engagement, and developing local policies to prevent displacement. Reducing the cost of transportation can increase access to

transportation for low-income residents and support economic growth and opportunity. **Often includes early design from 10-30 percent.**

- **Quick build**: A quick build project is a design build construction project that is a community-driven safety improvement that can last from a few days to a few years. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people affected by the project to provide input and test the project improvements before they are permanently constructed. By providing opportunities for quick build projects, addresses both the need to address safety and an opportunity to build support and work more closely with communities. More details in appendix C.
- **Design:** Funding for design alternates early in the process, and work on a final design. This can include preliminary engineering, and demonstration or quick-build projects that can iterate project design ideas with community guidance, input, and evaluation.
- **Construction:** Funding for projects that are "shovel ready". These construction funds can be used to build Complete Streets to restore or improve community connectivity; remedy physical barriers that divide communities from employment, education, and opportunity; and address facilities burdening local communities from an environmental justice perspective.

## Project Examples

- Constructing pedestrian infrastructure such as sidewalks and crossing treatments that are accessible to people using wheelchairs or strollers, and that reduce the chance of traffic collisions.
- Engaging with residents who are often excluded from transportation planning, in order to codevelop solutions that fill active transportation gaps and meet community needs.
- Developing relationships with trusted community advocates, to help allay mistrust that marginalized community residents may feel in order to support marginalized community residents to become more involved in the public process.
- Planning and designing for roadway reallocation (road diet) and incorporating Complete Streets design elements into the planning and design of projects.
- Installing pedestrian lighting to provide safer, more comfortable facilities for all users, where people regardless of gender or racial identity feel safe.
- Installing a quick build project in collaboration with community partners. This project can slow driving speeds, improve crossing visibility, and incorporate art that celebrates the community's culture(s) in preparation for more permanent installations.

# Eligible Communities/ Geographic Areas

The program focuses on communities that meet criteria for high equity need, and on tribal lands or locations providing essential services to tribal members. There are several ways to identify which communities or geographic areas are eligible. Use the Sandy Williams Connecting Communities Program Equity Needs Viewer to locate the project location to understand the level of equity need, comprised of the social, economic and transportation indicators of communities near the project location. **The program prioritizes projects in very high and high equity need, and Overburdened areas for funding.**

These resources can be used to identify a geographic area that would be eligible for the grant program:

- The [Sandy Williams Connecting Communities Equity Needs Viewer](#)
  The program prioritizes projects in areas that have been identified as high equity need. The map also provides an understanding of pedestrian and bicycle crash data, demographic information for communities and the location of legacy state facilities.
- The [Overburdened Communities Mapping](#) tool is also able to be accessed from the Equity needs map, and can also be used to identify communities to fund. This tool was created using Washington's Environmental Health Disparities Map, Climate Economic Justice Screening Tool and Tribal Data and uses several key indicators including health, income, and exposure to environmental hazards.

We ask applicants to work with the high equity need communities in the project area to gain resident knowledge through participatory research. This approach involves collecting and analyzing local data by directly engaging with affected communities who provide a comprehensive view of conditions through their lived experience.

## Eligible Applicants

- Tribal Governments
- Local Jurisdictions
  - Work with the WSDOT region if developing a project on the state system
- Metropolitan Planning Organizations (MPO) (For a planning grant only)
- Regional Transportation Planning Organizations (RTPO) (For a planning grant only)
- Nonprofit Organizations (For a planning grant only)
- WSDOT Region
  - Region staff need to partner with the local jurisdiction the project is located in for the application.

## Team Structure

Applicants may propose any team structure or division of tasks as long as the following criteria are met:

- An applicant lead must be identified from the above eligible entities.
- Team members that are not receiving funding through the proposed budget are not allowed to be the applicant lead.

- Any team member may participate in a proposal/support a proposal without having a dedicated budget. To be considered a committed partner without budget, a team member must document their intended participation.
- Applications that consist of at least one nonprofit or community-based organization and a committed public agency/jurisdiction will be prioritized for review.

For projects that have a construction phase, the lead applicant must be the governmental agency (city, county, state or Tribal government) that has jurisdiction over the transportation infrastructure at the project location.

## Partnership Structure

The project partnership model is an opportunity for a project to strengthen partnerships between local governments, regional transportation planning organizations, the Washington State Department of Transportation, and non-profit and community-based organizations focused on equity and environmental justice. **While a partnership between a government entity and a community-based organization is not required, projects that identify partnerships with community-based organizations are prioritized.**

Each application must include partnerships between a lead applicant, sub-applicants, and community partners. Examples of these groups are found below. It is important that these entities, representing different interests and priorities in the project community, work together to collectively develop and implement a project that addresses the needs of community residents. Each application must have a single lead applicant. Should their application be selected for funding, the lead applicant will enter into a Local Agency Agreement with WSDOT and assume responsibility and accountability for the use and expenditure of the received Sandy Williams Connecting Communities Grant Funds. The lead applicant is responsible for contracting and working with all sub-applicants and community partners to implement the proposed projects and Scope of Work as set out in the executed Grant Agreement.

Each application must include a description of the partnership structure. The application should include partnerships between stakeholders and implementers with different skill sets and expertise. If the lead applicant is a local government, then at least one of the Sub-applicants must be a community-based organization. If the Lead Applicant is a community-based organization, then at least one of the Sub-applicants must be a local government or a tribal government. If the Lead Applicant is a tribal government, then specific Sub-applicants are not required. Partnerships can serve many important purposes, including offering diverse perspectives and complementary strengths, providing both community representation and the necessary authority to implement certain activities, connecting the projects to opportunities for sustainable funding and financing, and situating the projects within the larger regional transportation strategy. SWCCP encourages partnerships that prioritize decision-making led by community residents and representatives.

Questions to consider when developing a partnership structure with the project partners:

- Describe your partnership structure and key roles and responsibilities.
- How will decisions be made? How will you communicate with partners?
- What other partners are important to making this effort successful, and how do you plan to engage them? Identify other partners that can help this effort be successful, including other

government agencies or departments and other community organizations, non-profits, schools, churches, or other entities.

## Partnership Examples

- A local jurisdiction is the lead applicant, and partners with a community-based organization to guide a planning process for a corridor. The local jurisdiction contracts with the community-based organization to lead community engagement and continues the relationship by identifying needs and opportunities for interventions.
- A tribal government is the lead applicant. The tribal government primarily focuses on tribal engagement and managing the partnership structure. They work with a consultant as a Sub-applicant that provides administrative support, data plan development and leads evaluation efforts.
- A WSDOT region is the lead applicant, and partners with their local jurisdiction and a community-based organization to develop a community-led quick-build project that slows speeds down and creates safer crossings. The community based organization works in collaboration with the local jurisdiction to test and evaluate the installation.

**Lead applicants must be one of the following types of organizations:**

- Community-based organization (for planning grant only)
- Tribal governments
- WSDOT Region - Region staff should obtain support from the local jurisdiction the project is located
- Local governments - Local agency should work with the WSDOT region if developing a project on the state system
- Regional governments, MPOs and RTPOs (for planning grants only)

For projects that have a construction phase the lead applicant must be the governmental agency (city, county, state or Tribal government) that has jurisdiction for the transportation infrastructure at the project location.

**Sub Applicant:**

An entity that enters into a partnership with the lead applicant for the purpose of applying for a grant and that is responsible for implementing a project or projects. Sub-applicants will enter written agreements with the Lead Applicant if their application is selected for funding.

- Community-based organizations*
- Institutions of higher education
- Local governments
- Nonprofit organizations
- Philanthropic organizations and foundations
- Public schools
- Public Library
- Tribal governments
- Other public agencies

*Community-based organization: A nonprofit organization that is place-based, with an explicit geographic focus area that includes the Project Community. Staff or board members of the

community-based organization must reside in the Project Community and the organization must have a demonstrated record of at least one year providing services in the community.

**Community Partner:**

A community group, community resident, student, parent, school staff, health-based organization, faith-based organization, small business, or other entity in the Project Community that, while not responsible for implementing funded projects, serves as a key stakeholder and representative of the Project Community during both development of the application and implementation of funded projects.

# 03 Community Engagement + Tribal Consultation

**The goal of the Sandy Williams Connecting Communities Grant Program** is to better understand community members' barriers and opportunities along current and legacy state routes, focusing on those communities that are environmentally overburdened and living with historic disinvestment, and address those needs through a community-centered process.

## Community Centered Engagement process

Engage **early and throughout the process** to shape the plan's overall vision – **from planning to final design.**

**Learn more about the context** of the place and people through demographic data from the Sandy Williams Equity Needs viewer and by working with the community to learn needs and assets locally.

**Understand the Community**

- Develop a community engagement plan
- Ensure you understand the whole story. Who are you missing from the community conversation?
- **Quantitative and Qualitative data** will support your analyses.

**Build Relationships with Community**

- Identify strategies to involve community in the decision-making process.
- Reach out to **Community-Based Organizations** that understand the community and have trusted relationships, they can be a strong ally in your efforts to involve community.
- Provide compensation to community members for their lived experience and participation in during focus groups or one-on-one interviews.
- Identify ways to **remove barriers** and support **inclusive engagement** from the list of ways to build relationship.
- Work with community members to verify strategies are going to be effective.

**Bring Community into the work**

- Identify key **decision points** in the project, where community can be a partner in decision-making or impact the final decision.
- Document these decision points graphically so that community can be aware of what decisions they can impact and what decisions are to be made elsewhere.
- Utilize participatory mapping to work from an asset based approach to understanding community needs.
- Be creative and expansive in your ideas about what decisions can benefit from community. **Collect input before project design and implementation.**

**Identify and uplift community-identified solutions** for challenges identified. We want to understand the needs of community members better and recognize them as architects of their future.

Bring other **Community Benefits** into the planning, design, and implementation of the project. See ideas for community benefits starting on page 12.

## Ideas for engagement activities to build relationships include:

You can pull from this list to build your community engagement plan. This is not an exhaustive list, but a solid starting point. Think of this as your community engagement manual.

**Affinity spaces:** For people with shared identities. This allows community members to feel comfortable speaking up and sharing their thoughts.

**Focus Groups:** Create smaller gatherings with representatives that reflect those traditionally not represented in engagement to delve deeper into specific issues.

**Interactive Workshops:** Conduct workshops where participants can collaborate on brainstorming, problem-solving, and design activities related to the planning process.

**Temporary or pop-up Interventions:** Tactical Urbanism is a process of setting up "flexible and short-term projects to advance long-term goals related to street safety, public space, and more." They note that it consists of a "city, citizen-led, and/or organizational approach to neighborhood-building using short-term, low-cost, and scalable interventions to catalyze long-term change." Some examples are pop up and tactical infrastructure projects are temporary bike lanes, traffic circles, and curb bulb outs.

**Storytelling Sessions:** Organize storytelling events where community members share their experiences and aspirations, fostering empathy and connection with each other.

**Community Ambassadors:** Community members are selected to work part-time as Ambassadors to collect feedback from their communities. The Ambassadors receive feedback by hosting and organizing individual events with people within and outside their community. Their feedback will help shape the planning and design process and outcomes. The Ambassadors focus their outreach efforts on communities of color, people with lower incomes, older and younger residents, people with disabilities, people born in other countries, and people from other underrepresented groups. One example is from the City of Austin, which developed a community ambassador program for its ATX Walk, Bike, and Roll Program. This is a summary of the engagement collected from the ambassadors.

**Collaborative Online Tools:** Use digital platforms that allow community members to collaborate on design elements, share ideas, identify key locations on a map, and comment on proposed plans.

**Participatory Mapping:** Invite community members to contribute their local knowledge to maps, highlighting important landmarks, concerns, and potential development areas.

**Artistic Expression:** Encourage community members to express their thoughts and ideas through art, murals, photography, or other creative means. Street and intersection murals have been shown to support the reduction of crashes and bring a sense of place and happiness to city streets.

**Partner with Local Organizations:** Collaborate with and compensate local community groups, nonprofits, and associations to be accountability partners in the planning, engagement and design process. These organizations have existing relationships with community members that are high equity needs, as well as those with limited English proficiency.

**Regular Updates:** Keep the community informed about the progress of the planning process through newsletters, emails, or other communication channels. Updates and timelines can also be placed in physical locations that users frequent such as the library or at the project site. Ensure that the communication used reflects the communities you are partnering with.

**Events, meetings, or standing committees that are accessible to all**. Large public meetings are often not attended by all segments of the population and should be used in tandem with other approaches included. Choose locations or virtual meeting options that are ADA accessible. For in-person events, offer childcare or stipends when possible (or child-friendly activities/stations) and provide food that will meet a full range of dietary needs, including consideration for religious requirements. Offer ASL interpretation and translation into other language(s) as needed. Provide transportation stipends and ensure that meeting locations are accessible via transit and have bike parking or the ability to bring bicycles inside for secure storage during the meeting.

## Community Benefits for Projects

Community benefits refer to a range of ways that a public project can support, stabilize, and enhance the community where it is located. In addition to the direct benefits of active transportation projects, such as improved safety, mobility, and accessibility, a community benefits approach aims to ensure that projects bring other resources, opportunities, and enhancements that serve the needs of residents. The following table provides examples of ways to incorporate community benefits into different stages of the project.

| Benefit Type | Example |
|---|---|
| *Housing* | Identify planned affordable housing adjacent to the project site and coordinate to improve accessibility and mobility as part of the transportation project scope |
| *Environment and Open Space* | Include landscaping that utilizes native plants and trees in designs to create green streets, increase tree canopy and shade, support pollinators, and increase access to nature |
| *Health* | Leverage new opportunities for recreation and active transportation through programming and outreach that makes diverse audiences feel welcome using new trails and other infrastructure |
| *Social Cohesion* | Ensure projects address community concerns about safe and easy access to grocery stores, community centers, schools, and other vital community spaces. Incorporate amenities like water, seating, shade, and lighting that make the public realm more comfortable and accessible to people of all ages and abilities |
| *Job Creation* | Inform local contractors, vendors, businesses, and organizations of contract opportunities at every stage of the project and include local preference in selection criteria. |

| Local Businesses and Nonprofits | Build relationships by partnering with community-based organizations or local restaurants to connect with residents that have barriers to participating in traditional open house formats |
|---|---|
| Climate Resilience | Include green infrastructure to manage stormwater, street trees to reduce urban heat islands, and manage localized impacts of extreme weather |
| Partnership and Trust | Ensure transparency by reporting back to community members on how their input is being implemented, or if not, why. |

# Tribal, DAHP and DFW Consultation

As a program funded by the Climate Commitment Act, all projects need to consult with  tribal governments that could be affected by the proposed project. In addition to early tribal consultation, RCW 70A.65.305  also directs applicants to notify the department of Archeology and Historic Preservation and the Department of Fish and Wildlife of the project during the preapplication process.

## Tribal Consultation Guidance

Project leads are required to **conduct early, meaningful, and individual consultation with any affected federally recognized tribe on all funding decisions and funding programs** that may impact tribal resources, including tribal cultural resources, archaeological sites, sacred sites, fisheries, or other rights and interests in tribal lands and lands within which a tribe or tribes possess rights reserved or protected by federal treaty, statute, or executive order.

The law requires that applicants engage in a **pre-application consultation** process with all affected federally recognized tribes within the project area at the **earliest possible date before the submittal of an application**. For guidance in the process, please follow the steps below:

1. Start by identifying potentially impacted tribes by using the table below.

2. Send a consultation letter to the tribes listed in the county where your project is located.

a. The letter should outline the scope, timeline, and purpose for your project as well as offer an opportunity to meet to discuss the project or application.

b. The letter should be addressed to the Tribal Chair and copied to staff from cultural resources, natural resources, and planning. WSDOT has a list of tribal staff we work with on our website at: Tribal contacts | WSDOT (wa.gov). We recommend you email a copy of the letter to tribal staff.

3. **If you have not received a response from the tribes in 30 days, follow up with them.** If you do not hear back from the tribe note the lack of response in your documentation.

4. Document your consultation efforts in a memo and include it with your application. Include the tribes you contacted, outreach details such as the date(s) and method(s) used, any response including concerns identified, and how any concerns were addressed.

Appendix B: Tribal Consultation Guidance provides more information on tribal governments in Washington state and the process of connecting with them.

Please reach out to Clara Cheeves if you need assistance contacting tribal governments that the project would impact.

# 04 Selection Criteria

## Application Review

Projects will be reviewed by a team consisting of staff from the Washington State Department of Transportation Active Transportation Division, and community members. The team will use the project review guide to evaluate projects based on the selection criteria. Projects that best align with the grant criteria will be prioritized for funding.

High Priority Project Proposals will exhibit the following:

| CRITERIA | POINTS | DESCRIPTION |
|---|---|---|
| CONNECTING PEOPLE | 0-20 | The pedestrian and/or bicycle project will **connect people to essential resources and community spaces**, such as schools, transit, health centers, parks, or the grocery store |
| WHAT THIS CAN LOOK LIKE | | **Planning, designing, and building:**<br><br>• Direct, well-maintained routes for walking and biking that connect multiple points of interest<br>• Protected bike lanes + shared use paths<br>• Frequent and ADA accessible crosswalks<br>• ADA accessible and well-maintained sidewalks<br>• Overpasses or underground walkways to get around obstacles like trains and interstates<br>• Art installations in public spaces that represent the culture of the community and bring them together<br><br>**Projects Connecting people to:**<br><br>• Grocery stores<br>• Train/bus stations<br>• Community spaces (libraries, community centers)<br>• School<br>• Social services<br>• Recreation (parks, hiking trails)<br>• Employment opportunities<br>• Places of worship<br>• Cultural events<br>• Cultural spaces (museums, theaters, cultural centers) |

| COMMUNITY BENEFITS | 0-20 | The project will provide social and economic benefits to community through **partnerships with community-based organizations and equitable contracting opportunities** |
|---|---|---|
| **WHAT THIS CAN LOOK LIKE** | | **Project impacts:**<br><br>• Greater food security due to easier access to stores<br>• Better health outcomes by increased walking and biking<br>• Reduced isolation by connecting to more people and places<br>• More time for leisure or volunteering due to reduced commute times<br>• Incorporating green infrastructure and trees into design. Greater shade cover + New green spaces<br>• Better economic outcomes by increased connections to employment opportunities. Creating local jobs through construction opportunities and local preference.<br>• Slow streets or School streets: Streets designed as safe areas for children and families to play and spend time together.<br>• Reduced vehicle traffic that results in better air quality |
| **INCREASE SAFETY** | 0-20 | The project **increases safety for pedestrians, bicyclists and people using mobility devices**, especially at high collision locations |
| **WHAT THIS CAN LOOK LIKE**<br><br>For legacy state highways, refer to the Active Transportation Programs Design Guide<br><br>For current state highways, refer to the WSDOT Design Manual and other relevant WSDOT publications | | **Planning, designing, and building a combination of:**<br><br>• Protected bike lanes and landscaped buffers: Barriers between pedestrians, bikers, and/or mobility device users and cars<br>• ADA accessible crosswalks<br>• Pedestrian islands<br>• Sidewalks that are wide enough to accommodate multiple people and mobility devices at the same time<br>• Car free spaces: Pedestrian, bike, and/or mobility-device only areas<br>• Pedestrian scale lighting<br>• Adding transit priority lanes<br>• Reducing lane widths to slow vehicle speeds, and other speed management techniques<br>• Roadway reallocation (road diet): using the existing roadway, but moving some lanes away from vehicle use<br>• Pedestrian priority for traffic lights<br>• Emergency Call boxes<br>• Traffic calming (chicanes, speed cushions, curb extensions etc.)<br>• Protected Intersections<br>• Quick build approaches to get safety improvements to roadways more quickly |

| MEANINGFUL COMMUNITY ENGAGEMENT | 0-20 | Engages community in project planning, development, and execution to **community engagement and ownership of the project in both the short and long-term** |
|---|---|---|
| **WHAT THIS CAN LOOK LIKE** | | **Processes that include:**<br><br>• Affinity spaces for people with shared identities<br>• Collecting input before project design and implementation<br>• Community advisory councils<br>• Partnerships with community-based organizations to co-design projects and community engagement<br>• A variety of culturally relevant and accessible approaches to reach people from various communities<br>• Reporting back to the community for transparency, including explaining how community input has been implemented and providing reasons when it cannot be implemented<br>• Time to provide relevant context to community members<br>• Compensation for community members<br>• Accommodations such as childcare, interpretation, hosting meetings in accessible spaces<br>• Hosting meetings at different times to accommodate different schedules<br>• Multiple ways to participate ranging from minimal time commitment to deeper involvement<br>• Activities for professionals to experience what it's like for community members to walk/bike/use mobility devices<br>• Presence in existing community activities<br>• Prioritizing the voices of community members more highly than business interests<br>• Volunteer opportunities for community members to be involved with project implementation<br>• A community engagement role in the project team<br>• Engaging, working with and compensating cultural organizations |
| **VIABILITY** | 0-20 | • The project team has the **staff capacity and identified resources** to manage the project effectively<br>• The project has **demonstrated support from city and community members most affected**, through existing partnerships, a previous plan document, or a thoughtful outreach/engagement plan<br>• The applicant has a **positive project history** with projects that are on time and on scope, and that provided meaningful community engagement |

# 05 Grant Process + Support

The grant is focused on supporting communities with high equity need statewide. To support communities with varying degrees of access to resources to obtain grants, we will offer consultations with those interested to answer any questions and provide support in refining a project. We will also host information sessions to answer any questions that potential applicants may have.

We will have 30 minute time slots for those interested in speaking with WSDOT staff from the Active Transportation Division about their proposed project.

Projects with an infrastructure phase within on a state route or in WSDOT right of way will need to follow design standards in the [WSDOT Design Manual](). WSDOT regularly updates the Design Manual, and we encourage you to always refer to the one posted on the WSDOT website for the most up-to-date version. Projects on city, tribal or county roads should follow the design guidance in the [WSDOT Active Transportation Programs Design Guide.]()

## Project Updates

Grant funded projects will be asked to provide project updates both yearly and at key points in the project process to ensure that projects are moving along and in line with the grant agreement.

- Brief general project update
- For design and construction projects: review at 30% design
- For multi stage projects such as a planning and design project, we would check in at the point of transition.

Sandy Williams Connecting Communities Program projects need to provide yearly updates of the project. In October, we ask that you share the highlights of the project from the past year in a way that tells the story of why this work is important and how communities are benefiting from the grant funding for the legislative report. Your team can provide a project update in a number of ways.

- Written Stories: Traditional written reports or narratives that detail project milestones, challenges, and outcomes.
- Audio Stories: Podcasts, interviews, or audio logs where grantees discuss their project's journey and impact.
- Visual Stories: Videos, infographics, or photo essays that capture the project's activities, community involvement, and results.

These updates will vary based on project progress but sharing overall updates, a highlight from the project, something that was learned or unexpected.

# 06 Appendix

# Appendix A: Project interest questions

## Sandy Williams Connecting Communities Grant Program Project Interest Form:

This project form is an opportunity to share about a location or project that would be a good fit for the Sandy Williams Connecting Communities Program (SWCCP). The program **supports projects on current and legacy state highways, in High Equity need communities.**

## Grant Priorities

- **We support transformative projects that look beyond transportation**, considering impacts on communities such as gentrification, climate change, and resilience.
- Projects that contribute to **improving the safety, comfort, and connectivity** for community members to access community spaces and essential services such as recreation centers, medical centers, grocery stores, schools, transit, and parks.
- **Partnerships** between government agencies, community-based organizations, and contracts with diverse small businesses representative of high-equity needs communities are prioritized.
- We support projects that **center the community members who have been left out of traditional planning and design processes**.

This form is an initial step that helps us better understand the needs around the state, as we balance statewide active transportation needs and identify projects to fund. The grant introduction and guidance document will provide more background and information to prepare a project interest form.

Projects should be planned for facilities accessible, safe and comfortable for all ages and abilities to walk, bike or use a mobility device. This means projects should be planned to reach level of traffic stress 1.

We will follow up for more information with projects that best align with the program guidelines with a short 30-minute conversation with members of the review team to better understand project details and funding needs, and how the project will meet the grant program objectives.

Please reach out to Clara Cheeves with any technical difficulties with the form, or general questions about the process.

1. **Is This project on a state highway or legacy state highway?**
   a. Yes
   b. No
2. **Project Name:**
3. **Applicant type:**
☐ Tribal Government
☐ Local Jurisdiction
   ☐ Work with the WSDOT region if developing a project on the state system
☐ Metropolitan Planning Organizations (MPO) (For a planning grant only)
☐ Regional Transportation Planning Organizations (RTPO) (For a planning grant only)

- ☐ Nonprofit Organization (For a planning grant only)
- ☐ WSDOT Region
  - ☐ Region staff need to partner with the local jurisdiction the project is located in for the application.

## 4. Contact Information

Contact Name:

Organization Name:

City/ town:

Phone:

Email:

## 5. Brief Project Description

**Community Vision**: **Please briefly describe the proposed project in a paragraph (200 words or less).**

This can include the high equity needs of community members that would be affected by the project, the infrastructure needs, and potential improvements.

## 6. Project Type

The program can support communities pursuing projects for planning, design or construction. Check all that apply. This project is:

- ☐ Planning
- ☐ Design
- ☐ Construction
- ☐ Quick Build Project

## 7. Funding Request

Estimate the expected funding request from SWCCP. Estimate the overall project cost and if there are other funds contributing to the process. If the intention is to use this funding as a match for another grant, please provide information about that grant and the funding need associated with it.

| Total Estimated Project Cost | Amount of funding requested | Funding from other sources (if applicable) |
|---|---|---|
|  |  |  |

## 8. Project Location + Context

- Please include a map from the [Sandy Williams Connecting Communities Equity Need Viewer (arcgis.com)](arcgis.com) that shows the proposed project area, and highlights either the corridor or point where the project is located. You can use the draw tool to identify the project area and produce a map.

## 9. Supporting documents

As an applicant, telling the story for your project can be supported by images showcasing the current conditions, community engagement, designs or any other evidence that supports your project proposal.

- **Planning/ design projects:** For projects looking for planning/ design funding, photos of current conditions, a draft community engagement plan or conceptual designs are welcome.
- **Construction projects:** For projects looking for construction funding, we ask for designs that are at minimum 30% design, so we can best assess the project. We also ask for an overview of the community engagement conducted during the planning and design phase.

## 10. Timeline

**Please share as much information as possible to help us understand your project timeline.**

- When is the anticipated start date of this project?
- If the project is already underway then clearly identify where the project is within the project timeline and what work remains.
- How will this grant support you in moving this project forward to completion?

## 11. Community based organization Project Partnership Structure (if applicable)

The program encourages grantees to approach proposals with a partnership structure between governments and community- based organizations. Developing partnerships is a key element of the grant program, between a governmental agency as the lead and a community-based organization as a sub-applicant for projects.

**A. Lead:** Provide the name of the organization, organization type, and contact information of the lead applicant. The lead applicant will hold the funding responsibilities for the grant and must be the entity that has jurisdiction over the road.

**B. Sub applicant:** List the name of the organization and organization type of the sub-applicant.

**C. Community Partners:** Projects are encouraged to connect with community partners who support the project. Community Partners can include, but are not limited to: schools, food banks, community bike shops, public libraries, public health departments, community-based organizations, and arts organizations. List the community partners, including the name of the organization and organization type if applicable.

**D. Partnership Structure:** Describe the roles and responsibilities of the project lead and sub applicant, and community partners and how they plan to work collaboratively on the project to ensure success. **Describe how the partnership structure will focus decision-making power to the community residents impacted by the proposed projects. (200 words or less)**

The following questions seek information about how the project will align with the grant criteria of connecting people, increasing safety, conducting meaningful community engagement and community benefit.

13. Describe how the proposed project approach will **address active transportation needs for community members with high equity needs**. How will the project increase transportation equity, connecting the needs of high equity needs community members within the Project Community? How will the project consider safety, connectivity for thosew walking, biking or using a mobility device? (200 words or less)

**14. Community benefits:** Will your proposal provide community benefits to high equity needs communities such as addressing community resiliency, and local economic development? Examples include youth engagement, local employment opportunities, addressing affordable housing and displacement, climate adaptation and resilience, and community health. Please describe briefly (200 words or less).

Some examples could be infrastructure for climate adaptation and resilience, community comfort and health such as increasing tree canopy, green stormwater infrastructure, addressing the urban heat island effect, and expanding opportunity and community voices by bringing youth into the planning process and providing contracting opportunities to small businesses.

15. Discuss how **meaningful community engagement** will be brought into all stages of the project

**16. Are you interested in technical assistance for this project?  check all that apply**

- ☐  Mapping/ GIS/ Drawings
- ☐   Measurement and evaluation tools
- ☐  Developing budget
- ☐  Planning and feasibility
- ☐  Conceptual engineering and/or site concepts
- ☐   Transportation planning
- ☐   Developing project narrative
- ☐  Speed limit setting/ speed reduction
- ☐  Something not listed here

# Appendix B: Tribal Consultation Guidance

## Tribal Consultation Guidance

The law requires that applicants engage in a **pre-application consultation** process with all affected federally recognized tribes within the project area at the **earliest possible date before the submittal of an application**. For guidance in the process, please follow the steps below:

1. Start by identifying potentially impacted tribes by using the table below.

2. Send a consultation letter to the tribes listed in the county where your project is located.

   a. The letter should outline the scope, timeline, and purpose for your project as well as offer an opportunity to meet to discuss the project or application.

   b. The letter should be addressed to the Tribal Chair and copied to staff from cultural resources, natural resources, and planning. WSDOT has a list of tribal staff we work with on our website

at: Tribal contacts | WSDOT (wa.gov). We recommend you email a copy of the letter to tribal staff.

3. If you have not received a response from the tribes in 30 days, follow up with them. If you do not hear back from the tribe note the lack of response in your documentation.

4. Document your consultation efforts in a memo and include it with your application. Include the tribes you contacted, outreach details such as the date(s) and method(s) used, any response including concerns identified, and how any concerns were addressed.

**Counties Potentially Affected Tribes**

| COUNTY | TRIBAL GOVERNMENT |
|---|---|
| ADAMS | Colville Tribes, Nez Perce Tribe, Spokane Tribe, Yakama Nation |
| ASOTIN | Colville Tribes, Nez Perce Tribe, Umatilla Tribes |
| BENTON | Nez Perce Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |
| CHELAN | Colville Tribes, Sauk Suiattle Tribe, Yakama Nation |
| CLALLAM | Hoh River Tribe, Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Makah Tribe, Port Gamble S'Klallam Tribe, Quileute Tribe, Skokomish Tribe |
| CLARK | Cowlitz Tribe, Grand Ronde Tribe, Nez Perce Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs, Yakama Nation |
| COLUMBIA | Colville Tribes, Nez Perce Tribe, Umatilla Tribes, Yakama Nation |
| COWLITZ | Cowlitz Tribe, Grand Ronde Tribe, Nez Perce Tribe, Nisqually Tribe, Squaxin Island Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |
| DOUGLAS | Colville Tribes, Yakama Nation |
| FERRY | Colville Tribes |

| | |
|---|---|
| FRANKLIN | Colville Tribes, Nez Perce Tribe, Umatilla Tribes, Yakama Nation |
| GARFIELD | Colville Tribes, Nez Perce Tribe, Spokane Tribe, Umatilla Tribes |
| GRANT | Colville Tribes, Nez Perce Tribe, Yakama Nation |
| GRAYS HARBOR | Chehalis Tribe, Hoh River Tribe, Port Gamble S'Klallam Tribe, Quileute Tribe, Quinault Nation |
| ISLAND | Jamestown S'Klallam Tribe, Lummi Nation, Port Gamble S'Klallam Tribe, Samish Nation, Snoqualmie Nation, Stillaguamish Tribe, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes, Upper Skagit Tribe |
| JEFFERSON | Hoh River Tribe, Lower Elwha Klallam Tribe, Lummi Nation, Makah Tribe, Port Gamble S'Klallam Tribe, Quileute Tribe, Quinault Nation, Skokomish Tribe, Suquamish Tribe, Jamestown S'Klallam Tribe |
| KING | Muckleshoot Tribe, Puyallup Tribe, Snoqualmie Nation, Squaxin Island Tribe, Stillaguamish Tribe, Suquamish Tribe, Tulalip Tribes, Yakama Nation |
| KITSAP | Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Port Gamble S'Klallam Tribe, Puyallup Tribe, Skokomish Tribe, Squaxin Island Tribe, Suquamish Tribe, Tulalip Tribes |
| KITTITAS | Nez Perce Tribe, Yakama Nation |
| KLICKITAT | Grand Ronde, Nez Perce Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |
| LEWIS | Chehalis Tribe, Cowlitz Tribe, Nisqually Tribe, Puyallup Tribe, Squaxin Island Tribe, Yakama Nation |
| LINCOLN | Colville Tribes, Spokane Tribe |
| MASON | Chehalis Tribe, Hoh River Tribe, Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Port Gamble S'Klallam Tribe, |

| | |
|---|---|
| | Puyallup Tribe, Quileute Tribe, Quinault Nation, Skokomish Tribe, Squaxin Island Tribe, Suquamish Tribe |
| OKANOGAN | Colville Tribes, Sauk Suiattle Tribe, Upper Skagit Tribe, Yakama Nation |
| PACIFIC | Chehalis Tribe, Grand Ronde Tribe, Nez Perce Tribe, Shoalwater Bay Tribe |
| PEND OREILLE | Colville Tribes, Kalispel Tribe, Spokane Tribe |
| PIERCE | Muckleshoot Tribe, Nisqually Tribe, Puyallup Tribe, Squaxin Island Tribe, Yakama Nation |
| SAN JUAN | Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Lummi Nation, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes |
| SKAGIT | Lummi Nation, Nooksack Tribe, Samish Nation, Sauk Suiattle Tribe, Stillaguamish Tribe, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes, Upper Skagit Tribe |
| SKAMANIA | Cowlitz Tribe, Grand Ronde Tribe, Nez Perce Tribe, Squaxin Island Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |
| SNOHOMISH | Muckleshoot Tribe, Samish Nation, Sauk Suiattle Tribe, Snoqualmie Nation, Stillaguamish Tribe, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes, Upper Skagit Tribe |
| SPOKANE | Coeur d' Alene Tribe, Colville Tribes, Spokane Tribe |
| STEVENS | Colville Tribes, Spokane Tribe |
| THURSTON | Chehalis Tribe, Cowlitz Tribe, Nisqually Tribe, Puyallup Tribe, Squaxin Island Tribe, Yakama Nation |
| WAHKIAKUM | Cowlitz Tribe, Grand Ronde Tribe, Nez Perce Tribe, Shoalwater Bay Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |

| WALLA WALLA | Colville Tribes, Nez Perce Tribe, Umatilla Tribes, Confederated Tribes of Warm Springs Reservation, Yakama Nation |
| --- | --- |
| WHATCOM | Lummi Nation, Nooksack Tribe, Samish Nation, Sauk Suiattle Tribe, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes, Upper Skagit Tribe |
| WHITMAN | Coeur d' Alene Tribe, Colville Tribes, Nez Perce Tribe, Spokane Tribe |
| YAKIMA | Cowlitz Tribe, Nez Perce Tribe, Yakama Nation |

# Appendix C: Quick Build Guidance

Quick build projects are available for public and tribal governments and local jurisdictions with support from nonprofit/ community based organization entities would be eligible. This program will provide more opportunities to have community lead projects and address safety issues.

**What**: A quick build project is a design build construction project that is a community-driven safety improvement that can last from 1-5 years. Grantees will be making the choice between a planning, design, construction and quick build.

Quick-build projects are interim capital improvement projects that further the goals of the Sandy Williams Connecting Communities program. These projects require minor construction activities and are typically built with durable, low-to-moderate-cost materials. They are typically designed to last from one year to five years, but could last longer if the materials are maintained and the project continues to be supported by the community. These projects have moderate design flexibility to anticipate adjustments that may occur based on community feedback.

**Why**: The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people affected by the project to provide input and test the project improvements before they are permanently constructed. By providing opportunities for quick build projects, addresses both the need to address safety and an opportunity to build support and work more closely with communities. Because it takes 3-5 years for permanent improvements to be designed and funded, this meets the more immediate community need for safety, addressing community concerns in a timely manner, and can build support for long term interventions.

**How**: If a jurisdiction or community-based organization with support from the jurisdiction being the lead, indicated they are interested in developing a community lead quick build project, then we would work with them to achieve the vision through a grant of approximately $20,000-$200,000.
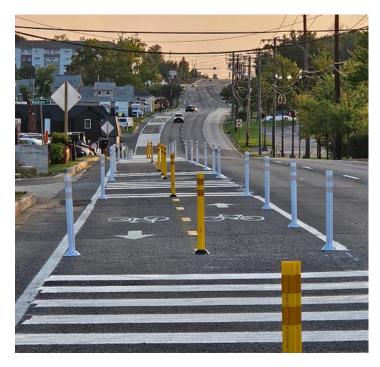
**Deliverable**: Traffic Calming quick build project will be constructed in a process that is in collaboration with the community. This opportunity will address and move projects in the planning and design phase

forward safety and connectivity. Elements that contribute to developing the quick build project will include:

Data collection of the site area such as existing speeds and current conditions

- Walk Audit
- Iterative Sketches
- Material Procurement
- Installation
- Evaluation

Elements of Community Engagement are part of this, as well as monitoring of the intervention to understand its impact.



Quick Build multi-use path in Howard County (Source: Scott Newill, SHA)