

1 the planning, design, construction, operation, and maintenance of
2 active transportation facilities.

3 **Sec. 102.** RCW 47.30.010 and 1971 ex.s. c 130 s 1 are each
4 amended to read as follows:

5 (1) No limited access highway shall be constructed that will
6 result in the severance or destruction of an existing recreational
7 trail ~~((of substantial usage))~~ for pedestrians, equestrians, or
8 bicyclists, or shared-use path as defined in RCW 47.04.010, unless an
9 alternative recreational trail or shared-use path, satisfactory to
10 the authority having jurisdiction over the trail or shared-use path
11 being severed or destroyed, either exists or is reestablished at the
12 time the limited access highway is constructed. If a proposed limited
13 access highway will sever a planned recreational trail or shared-use
14 path, which is part of ~~((a comprehensive))~~ an active transportation
15 or trails plan ~~((for trails))~~ adopted by a state or local
16 governmental authority, and no alternative route for the planned
17 trail or shared-use path exists, which is satisfactory to the
18 authority which adopted the ~~((comprehensive))~~ plan ~~((for trails)),~~
19 the state or local agency proposing to construct the limited access
20 highway shall design the facility and acquire sufficient right-of-way
21 to accommodate future construction of the portion of the trail or
22 shared-use path, which will properly lie within the highway right-of-
23 way. Thereafter when such trail or shared-use path is developed and
24 constructed by the authority having jurisdiction over the trail or
25 shared-use path, the state or local agency ~~((which))~~ that constructed
26 the limited access highway shall develop and construct the portion of
27 such trail or shared-use path lying within the right-of-way of the
28 limited access highway.

29 (2) Where a highway other than a limited access highway crosses a
30 recreational trail ~~((of substantial usage))~~ or shared-use path for
31 pedestrians, equestrians, or bicyclists, signing and consideration
32 for use of traffic control devices sufficient to ~~((insure))~~ promote
33 safety shall be provided.

34 (3) Where the construction or reconstruction of a highway other
35 than a limited access highway would destroy the usefulness of an
36 existing recreational trail ~~((of substantial usage))~~ or shared-use
37 path for pedestrians, equestrians, or bicyclists or of a planned
38 recreational trail or shared-use path for pedestrians, equestrians,
39 or bicyclists incorporated into the ~~((comprehensive))~~ adopted plans

1 for trails or active transportation of the state or any of its
2 political subdivisions, replacement land, space, or facilities shall
3 be provided and where such recreational trails or shared-use paths
4 exist at the time of taking, reconstruction of said recreational
5 trails or shared-use paths shall be undertaken.

6 **Sec. 103.** RCW 47.30.020 and 1971 ex.s. c 130 s 2 are each
7 amended to read as follows:

8 Facilities for pedestrians, equestrians, or bicyclists shall be
9 incorporated into the design of highways and freeways along corridors
10 where such facilities do not exist upon a finding that such
11 facilities would be of joint use and conform to the ((~~comprehensive~~))
12 adopted plans of public agencies for the development of such
13 facilities, will ((~~not duplicate~~)) provide connections to existing or
14 proposed routes, and that safety to both motorists and to
15 pedestrians, equestrians, and bicyclists would be enhanced by the
16 segregation of traffic.

17 In planning and design of all highways, every effort shall be
18 made consistent with safety to promote joint usage of rights-of-way
19 for trails and paths in accordance with the ((~~comprehensive~~)) adopted
20 plans of public agencies.

21 **Sec. 104.** RCW 47.30.030 and 1999 c 269 s 10 are each amended to
22 read as follows:

23 Where an existing highway severs, or where the right-of-way of an
24 existing highway accommodates a trail or shared-use path for
25 pedestrians, equestrians, or bicyclists or where the separation of
26 motor vehicle traffic from pedestrians, equestrians, or bicyclists
27 will materially increase the ((~~motor vehicle~~)) safety of users of all
28 modes of travel, the provision of facilities for pedestrians,
29 equestrians, or bicyclists, which are a part of a ((~~comprehensive~~))
30 trail or active transportation plan adopted by federal, state, or
31 local governmental authority having jurisdiction over the trail or
32 shared-use path is hereby authorized. The department of
33 transportation, or the county or city having jurisdiction over the
34 highway, road, or street, or facility is further authorized to expend
35 reasonable amounts out of the funds made available to them, according
36 to the provisions of RCW 46.68.090, as necessary for the planning,
37 accommodation, establishment, and maintenance of such facilities.

1 the highway at the nearest and farthest edges of the opening, not to
2 exceed a distance of 50 feet from the intersection area; or

3 (b) In the absence of an opening in a raised median, or if no
4 raised median is present, the portion of the roadway between a line
5 perpendicular to the center line of the highway located 20 feet from
6 the outermost point of the intersection area where it intersects the
7 center line of the highway and a line 10 feet therefrom.

8 **Sec. 203.** RCW 46.04.220 and 1975 c 62 s 4 are each amended to
9 read as follows:

10 (1) "Intersection area" means the area embraced within the
11 prolongation or connection of the lateral curb lines, or, if none
12 then the lateral boundary lines of the roadways of two or more
13 highways which join one another at, or approximately at, right
14 angles, or the area within which vehicles traveling upon different
15 highways joining at any other angle may come in conflict. In the
16 context of a roundabout, "intersection area" means the area embraced
17 within the prolongation or connection along a circular arc of the
18 outer curb lines within the roundabout, or, if there are no outer
19 curb lines, the outer boundary lines of the one-way traffic lane or
20 lanes that pass around the central island.

21 (2) Where a highway includes two roadways (~~(thirty)~~) 30 feet or
22 more apart, then every crossing of each roadway of such divided
23 highway by an intersecting highway shall be regarded as a separate
24 intersection. In the event such intersecting highway also includes
25 two roadways (~~(thirty)~~) 30 feet or more apart, then every crossing of
26 two roadways of such highways shall be regarded as a separate
27 intersection.

28 (3) The junction of an alley with a street or highway shall not
29 constitute an intersection.

30 **Sec. 204.** RCW 47.04.010 and 2023 c 431 s 11 are each reenacted
31 and amended to read as follows:

32 The following words and phrases, wherever used in this title,
33 shall have the meaning as in this section ascribed to them, unless
34 where used the context thereof shall clearly indicate to the contrary
35 or unless otherwise defined in the chapter of which they are a part:

36 (1) "Active transportation" includes forms of pedestrian mobility
37 including walking or running, the use of a mobility assistive device
38 such as a wheelchair, bicycling and cycling irrespective of the

1 number of wheels, and the use of small personal devices such as foot
2 scooters or skateboards. Active transportation includes both
3 traditional and electric-assisted bicycles and other devices.
4 Planning for active transportation must consider and address
5 accommodation pursuant to the Americans with disabilities act and the
6 distinct needs of each form of active transportation;

7 (2) "Alley." A highway within the ordinary meaning of alley not
8 designated for general travel and primarily used as a means of access
9 to the rear of residences and business establishments;

10 (3) "Arterial highway." Every highway, as herein defined, or
11 portion thereof designated as such by proper authority;

12 (4) "Business district." The territory contiguous to and
13 including a highway, as herein defined, when within any 600 feet
14 along such highway there are buildings in use for business or
15 industrial purposes including, but not limited to, hotels, banks, or
16 office buildings, railroad stations, and public buildings which
17 occupy at least 300 feet of frontage on one side or 300 feet
18 collectively on both sides of the highway;

19 (5) "Center line." The line, marked or unmarked parallel to and
20 equidistant from the sides of a two-way traffic roadway of a highway
21 except where otherwise indicated by painted lines or markers;

22 (6) "Center of intersection." The point of intersection of the
23 center lines of the roadways of intersecting highways;

24 (7) "City street." Every highway as herein defined, or part
25 thereof located within the limits of incorporated cities and towns,
26 except alleys;

27 (8) "Combination of vehicles." Every combination of motor vehicle
28 and motor vehicle, motor vehicle and trailer, or motor vehicle and
29 semitrailer;

30 (9) "Commercial vehicle." Any vehicle the principal use of which
31 is the transportation of commodities, merchandise, produce, freight,
32 animals, or passengers for hire;

33 (10) "Complete streets" means an approach to planning, designing,
34 building, operating, and maintaining streets that enable safe access
35 along and across the street for all people, including pedestrians,
36 bicyclists, motorists, public transportation providers, and transit
37 riders of all ages and abilities. It incorporates principles of a
38 safe system approach;

1 (11) "County road." Every highway as herein defined, or part
2 thereof, outside the limits of incorporated cities and towns and
3 which has not been designated as a state highway, or branch thereof;

4 (12) "Crosswalk." The portion of the roadway between the
5 intersection area and a prolongation or connection of the farthest
6 sidewalk line or in the event there are no sidewalks then between the
7 intersection area and a line (~~ten~~) 10 feet therefrom, except as
8 modified by a marked crosswalk. In the context of a roundabout, and
9 except as modified by a marked crosswalk, "crosswalk" also means the
10 following portion of the roadway:

11 (a) Where an opening in a raised median is present, the portion
12 of the highway between two lines perpendicular to the center line of
13 the highway at the nearest and farthest edges of an opening in a
14 raised median island if present, not to exceed a distance of 50 feet
15 from the intersection area.

16 (b) In the absence of an opening in a raised median, or if no
17 raised median is present, the portion of the roadway between a line
18 perpendicular to the center line of the highway located 20 feet from
19 the outermost point of the intersection area where it intersects the
20 center line of the highway and a line 10 feet therefrom;

21 (13) "Highway." Every way, lane, road, street, boulevard, and
22 every way or place in the state of Washington open as a matter of
23 right to public vehicular travel both inside and outside the limits
24 of incorporated cities and towns;

25 (14) "Intersection area." (a) The area embraced within the
26 prolongation or connection of the lateral curb lines, or, if none,
27 then the lateral boundary lines of the roadways of two or more
28 highways which join one another at, or approximately at, right
29 angles, or the area within which vehicles traveling upon different
30 highways joining at any other angle may come in conflict;

31 (b) In the context of a roundabout, the area embraced within the
32 prolongation or connection along a circular arc of the outer curb
33 lines within the roundabout, or, if there are no outer curb lines,
34 the outer boundary lines of the one-way traffic lane or lanes that
35 pass around the central island;

36 (c) Where a highway includes two roadways 30 feet or more apart,
37 then every crossing of each roadway of such divided highway by an
38 intersecting highway shall be regarded as a separate intersection. In
39 the event such intersecting highway also includes two roadways 30

1 feet or more apart, then every crossing of two roadways of such
2 highways shall be regarded as a separate intersection;

3 ~~((e))~~ (d) The junction of an alley with a street or highway
4 shall not constitute an intersection;

5 (15) "Intersection control area." The intersection area as herein
6 defined, together with such modification of the adjacent roadway area
7 as results from the arc or curb corners and together with any marked
8 or unmarked crosswalks adjacent to the intersection;

9 (16) "Laned highway." A highway the roadway of which is divided
10 into clearly marked lanes for vehicular traffic;

11 (17) "Local authorities." Every county, municipal, or other local
12 public board or body having authority to adopt local police
13 regulations under the Constitution and laws of this state;

14 (18) "Marked crosswalk." Any portion of a roadway distinctly
15 indicated for pedestrian crossing by lines or other markings on the
16 surface thereof;

17 (19) "Metal tire." Every tire, the bearing surface of which in
18 contact with the highway is wholly or partly of metal or other hard,
19 nonresilient material;

20 (20) "Motor truck." Any motor vehicle, as herein defined,
21 designed or used for the transportation of commodities, merchandise,
22 produce, freight, or animals;

23 (21) "Motor vehicle." Every vehicle, as herein defined, which is
24 in itself a self-propelled unit;

25 (22) "Multiple lane highway." Any highway the roadway of which is
26 of sufficient width to reasonably accommodate two or more separate
27 lanes of vehicular traffic in the same direction, each lane of which
28 shall be not less than the maximum legal vehicle width, and whether
29 or not such lanes are marked;

30 (23) "Operator." Every person who drives or is in actual physical
31 control of a vehicle as herein defined;

32 (24) "Peace officer." Any officer authorized by law to execute
33 criminal process or to make arrests for the violation of the statutes
34 generally or of any particular statute or statutes relative to the
35 highways of this state;

36 (25) "Pedestrian." Any person afoot or who is using a wheelchair,
37 power wheelchair as defined in RCW 46.04.415, or a means of
38 conveyance propelled by human power other than a bicycle;

39 (26) "Person." Every natural person, firm, copartnership,
40 corporation, association, or organization;

1 (27) "Personal wireless service." Any federally licensed personal
2 wireless service;

3 (28) "Personal wireless service facilities." Unstaffed facilities
4 that are used for the transmission or reception, or both, of personal
5 wireless services including, but not necessarily limited to, antenna
6 arrays, transmission cables, equipment shelters, and support
7 structures;

8 (29) "Pneumatic tires." Every tire of rubber or other resilient
9 material designed to be inflated with compressed air to support the
10 load thereon;

11 (30) "Population center" includes incorporated cities and towns,
12 including their urban growth areas, and census-designated places;

13 (31) "Private road or driveway." Every way or place in private
14 ownership and used for travel of vehicles by the owner or those
15 having express or implied permission from the owner, but not by other
16 persons;

17 (32) "Railroad." A carrier of persons or property upon vehicles,
18 other than streetcars, operated upon stationary rails, the route of
19 which is principally outside incorporated cities and towns;

20 (33) "Railroad sign or signal." Any sign, signal, or device
21 erected by authority of a public body or official or by a railroad
22 and intended to give notice of the presence of railroad tracks or the
23 approach of a railroad train;

24 (34) "Residence district." The territory contiguous to and
25 including the highway, as herein defined, not comprising a business
26 district, as herein defined, when the property on such highway for a
27 continuous distance of 300 feet or more on either side thereof is in
28 the main improved with residences or residences and buildings in use
29 for business;

30 (35) "Roadway." The paved, improved, or proper driving portion of
31 a highway designed, or ordinarily used for vehicular travel;

32 (36) "Roundabout." An intersection of two or more joining
33 highways that is characterized by a one-way traffic pattern that
34 travels counterclockwise around a central island in accordance with
35 RCW 46.61.135 and in which traffic entering the intersection must
36 yield to circulating traffic within the intersection as indicated by
37 official traffic control devices. A roundabout, including the central
38 island, circulating traffic pattern, and all connections to joining
39 highways, is a single intersection of all joining highways;

1 (37) "Safe system approach" means an internationally recognized
2 holistic and proactive approach to road safety intended to
3 systematically reduce fatal and serious injury crash potential; as
4 described by the federal highway administration, the approach is
5 based on the following elements: Safe roads, safe speeds, safe
6 vehicles, safe road users, and postcrash care. The safe system
7 approach is incorporated through policies and practices of state
8 agencies and local governments with appropriate jurisdiction;

9 ~~((37))~~ (38) "Safety zone." The area or space officially set
10 apart within a roadway for the exclusive use of pedestrians and which
11 is protected or is marked or indicated by painted marks, signs,
12 buttons, standards, or otherwise so as to be plainly discernible;

13 ~~((38))~~ (39) "Shared-use path," also known as a "multiuse path,"
14 means a facility designed for active transportation use and
15 physically separated from motorized vehicular traffic within the
16 highway right-of-way or on an exclusive right-of-way with minimal
17 crossflow by motor vehicles. Shared-use paths are primarily used by
18 pedestrians and people using bicycles or micromobility devices,
19 including those who use nonmotorized or motorized wheeled mobility or
20 assistive devices. With appropriate design considerations,
21 equestrians may also be accommodated by a shared-use path facility;

22 ~~((39))~~ (40) "Sidewalk." That property between the curb lines or
23 the lateral lines of a roadway, as herein defined, and the adjacent
24 property, set aside and intended for the use of pedestrians or such
25 portion of private property parallel and in proximity to a highway
26 and dedicated to use by pedestrians;

27 ~~((40))~~ (41) "Solid tire." Every tire of rubber or other
28 resilient material which does not depend upon inflation with
29 compressed air for the support of the load thereon;

30 ~~((41))~~ (42) "State highway." Every highway as herein defined,
31 or part thereof, which has been designated as a state highway, or
32 branch thereof, by legislative enactment;

33 ~~((42))~~ (43) "Streetcar." A vehicle other than a train, as
34 herein defined, for the transporting of persons or property and
35 operated upon stationary rails principally within incorporated cities
36 and towns;

37 ~~((43))~~ (44) "Structurally deficient." A state bridge that is
38 classified as in poor condition under the state bridge condition
39 rating system and is reported by the state to the national bridge
40 inventory as having a deck, superstructure, or substructure rating of

1 four or below. Structurally deficient bridges are characterized by
2 deteriorated conditions of significant bridge elements and
3 potentially reduced load carrying capacity. Bridges deemed
4 structurally deficient typically require significant maintenance and
5 repair to remain in service, and require major rehabilitation or
6 replacement to address the underlying deficiency;

7 ~~((44))~~ (45) "Traffic." Pedestrians, ridden or herded animals,
8 vehicles, streetcars, and other conveyances either singly or together
9 while using any highways for purposes of travel;

10 ~~((45))~~ (46) "Traffic control signal." Any traffic device, as
11 herein defined, whether manually, electrically, or mechanically
12 operated, by which traffic alternately is directed to stop or proceed
13 or otherwise controlled;

14 ~~((46))~~ (47) "Traffic devices(~~(-)~~)" or "traffic control
15 devices." All signs, signals, markings, and devices not inconsistent
16 with this title placed or erected by authority of a public body or
17 official having jurisdiction, for the purpose of regulating, warning,
18 or guiding traffic;

19 ~~((47))~~ (48) "Train." A vehicle propelled by steam, electricity,
20 or other motive power with or without cars coupled thereto, operated
21 upon stationary rails, except streetcars;

22 ~~((48))~~ (49) "Vehicle." Every device capable of being moved upon
23 a highway and in, upon, or by which any person or property is or may
24 be transported or drawn upon a highway, excepting power wheelchairs,
25 as defined in RCW 46.04.415, or devices moved by human or animal
26 power or used exclusively upon stationary rails or tracks.

27 Words and phrases used herein in the past, present, or future
28 tense shall include the past, present, and future tenses; words and
29 phrases used herein in the masculine, feminine, or neuter gender
30 shall include the masculine, feminine, and neuter genders; and words
31 and phrases used herein in the singular or plural shall include the
32 singular and plural; unless the context thereof shall indicate to the
33 contrary.

34 **Sec. 205.** RCW 46.61.135 and 1984 c 7 s 64 are each amended to
35 read as follows:

36 (1) The state department of transportation and the local
37 authorities with respect to highways under their respective
38 jurisdictions may designate any highway, roadway, part of a roadway,
39 or specific lanes upon which vehicular traffic shall proceed in one

1 direction at all or such times as shall be indicated by official
2 traffic control devices.

3 (2) Upon a roadway so designated for one-way traffic, a vehicle
4 shall be driven only in the direction designated at all or such times
5 as shall be indicated by official traffic control devices.

6 (3) A vehicle passing around a roundabout or rotary traffic
7 island shall be driven only to the right of such island.

8 **Sec. 206.** RCW 46.61.140 and 2020 c 199 s 2 are each amended to
9 read as follows:

10 Whenever any roadway has been divided into two or more clearly
11 marked lanes for traffic the following rules in addition to all
12 others consistent herewith shall apply:

13 (1) A vehicle shall be driven as nearly as practicable entirely
14 within a single lane and shall not be moved from such lane until the
15 driver has first ascertained that such movement can be made with
16 safety.

17 (2) Upon a roadway, which is divided into three lanes and
18 provides for two-way movement of traffic, a vehicle shall not be
19 driven in the center lane except when overtaking and passing another
20 vehicle traveling in the same direction when such center lane is
21 clear of traffic within a safe distance, or in preparation for making
22 a left turn or where such center lane is at the time allocated
23 exclusively to traffic moving in the same direction that the vehicle
24 is proceeding and such allocation is designated by official traffic-
25 control devices.

26 (3) Official traffic-control devices may be erected directing
27 slow moving or other specified traffic to use a designated lane or
28 designating those lanes to be used by traffic moving in a particular
29 direction regardless of the center of the roadway and drivers of
30 vehicles shall obey the directions of every such device.

31 (4) Official traffic-control devices may be installed prohibiting
32 the changing of lanes on sections of roadway and drivers of vehicles
33 shall obey the directions of every such device.

34 (5) Pursuant to subsection (1) of this section, the operator of a
35 commercial motor vehicle as defined in RCW 46.25.010 may, with due
36 regard for all other traffic, deviate from the lane in which the
37 operator is driving to the extent necessary to approach and drive
38 through a (~~circular intersection~~) roundabout.

1 (iii) Adjust the speed limit to a lower speed with appropriate
2 modifications to roadway design and operations to achieve the desired
3 operating speed in those locations where this speed management
4 approach aligns with local plans or ordinances, particularly in those
5 contexts that present a higher possibility of serious injury or fatal
6 crashes occurring based on land use context, observed crash data,
7 crash potential, roadway characteristics that are likely to increase
8 exposure, or a combination thereof, in keeping with a safe system
9 approach and with the intention of ultimately eliminating serious and
10 fatal crashes; (~~and~~)

11 (iv) Plan, design, and construct facilities providing context-
12 sensitive solutions that contribute to network connectivity and
13 safety for pedestrians, bicyclists, and people accessing public
14 transportation and other modal connections, such facilities to
15 include Americans with disabilities act accessible sidewalks or
16 shared-use paths, bicyclist facilities, and crossings as needed to
17 integrate the state route into the local network. In the planning and
18 design phases, complete streets projects must consider current and
19 planned public transit services and facilities; and

20 (v) Identify any existing or planned active transportation
21 facility on publicly owned or tribally owned property. If the
22 department determines that such facility will provide equivalent or
23 better access to the same destinations, the department may, subject
24 to a cooperative agreement with the jurisdiction or tribe having
25 responsibility for that facility, identify that facility as an
26 appropriate active transportation network connection providing
27 mitigation in lieu of fulfillment of the complete streets requirement
28 on state rights-of-way. The following conditions must apply for such
29 an agreement to be considered:

30 (A) The facility is identified in an adopted local or tribal
31 active transportation plan, trails plan, or other relevant plan, or
32 community engagement specific to the corridor is undertaken that
33 engages users of the facility most directly impacted by the decisions
34 and that provides the basis for a future update to the local plan;

35 (B) The facility considered as an alternative must meet or exceed
36 the department's standards for design in compliance with this
37 section;

38 (C) The jurisdiction or tribe having responsibility for the
39 facility ensures the real property is free of encumbrances, including
40 utilities; and

1 (D) The facility must provide equivalent or better safety
2 improvements in decreasing the exposure, likelihood, and severity of
3 crashes involving vulnerable road users.

4 (2)(a) If the cost of financial participation in construction or
5 improvements needed to meet the requirements of subsection
6 (1)(b)(v)(B) of this section is deemed reasonable by the department,
7 and if use of state funds does not supplant programmed funding
8 previously committed to the project, the department may use funds for
9 the complete streets project to participate in the project on the
10 local or tribal system and to construct and provide necessary
11 wayfinding connections from the state highway to the local or tribal
12 facility. Upon completion of the project, any improvements are the
13 ongoing responsibility of the local jurisdiction or tribe, which is
14 responsible for maintaining the quality of facilities identified in
15 the agreement under subsection (1)(b)(v) of this section.

16 (b) The department may exercise the discretion provided under
17 this section only in circumstances where: Available state rights-of-
18 way do not reasonably permit construction of an adequate facility; an
19 appropriate facility exists or may be constructed within a local
20 jurisdiction or tribal lands within a timely manner; completion of or
21 connection to the local or tribal facility provides active
22 transportation connectivity sooner than completion of the state
23 highway project under consideration; or the local jurisdiction or
24 tribe has proposed such improvements as an alternative.

25 (c) Nothing in this section prevents the department from
26 considering future improvements within state rights-of-way in the
27 project vicinity.

28 (3) Projects undertaken for emergent work required to reopen a
29 state highway in the event of a natural disaster or other emergency
30 repair are not required to comply with the provisions of this
31 section.

32 ((+3)) (4) Maintenance of facilities constructed under this
33 provision shall be as provided under existing law.

34 ((+4)) (5) The department may expend reasonable amounts made
35 available from funds received under RCW 46.68.090 as necessary for
36 the planning, design, construction, operation, and maintenance of
37 active transportation facilities under this section. This may include
38 consideration of participation in local agency or tribal projects
39 involving state rights-of-way to satisfy complete streets design

1 requirements, subject to a cooperative agreement as described in
2 subsection (1)(b)(v) of this section.

3 (6) This section does not create a private right of action.

4 (7) For purposes of this section, "tribe" or "tribal" means and
5 refers to Indian tribe as defined in RCW 43.376.010.

6 **Sec. 302.** RCW 47.04.300 and 2009 c 392 s 1 are each amended to
7 read as follows:

8 (1) Concurrent with the federal safe, accountable, flexible,
9 efficient transportation equity act of 2005, a safe routes to school
10 program is established within the department. The purpose of the
11 program is to:

12 ~~((1))~~ (a) Enable and encourage children, including those with
13 disabilities, to walk and bicycle to school;

14 ~~((2))~~ (b) Make bicycling and walking to school a safer and more
15 appealing transportation alternative, encouraging a healthy and
16 active lifestyle from an early age; and

17 ~~((3))~~ (c) Facilitate the planning, development, and
18 implementation of projects and activities that will improve safety
19 and reduce traffic, fuel consumption, and air pollution in the
20 vicinity of schools.

21 (2) The department may require recipients of funds under the safe
22 routes to school program to comply with the complete streets
23 requirements in RCW 47.04.035 for changes on state rights-of-way.

24 **Sec. 303.** RCW 47.04.380 and 2025 c 417 s 710 are each amended to
25 read as follows:

26 (1) The legislature finds that many communities across Washington
27 state have not equitably benefited from investments in the active
28 transportation network. The legislature also finds that legacy state
29 transportation facilities designed primarily for vehicle use caused
30 disconnections in safe routes for people who walk, bike, and roll to
31 work and to carry out other daily activities.

32 (2) To address these investment gaps, and to honor the legacy of
33 community advocacy of Sandy Williams, the Sandy Williams connecting
34 communities program is established within the department. The purpose
35 of the program is to improve active transportation connectivity in
36 communities by:

1 (a) Providing safe, continuous routes for pedestrians,
2 bicyclists, and other nonvehicle users carrying out their daily
3 activities;

4 (b) Mitigating for the health, safety, and access impacts of
5 transportation infrastructure that bisects communities and creates
6 obstacles in the local active transportation network;

7 (c) Investing in greenways providing protected routes for a wide
8 variety of nonvehicular users; and

9 (d) Facilitating the planning, development, and implementation of
10 projects and activities that will improve the connectivity and safety
11 of the active transportation network.

12 (3) The department must select projects to propose to the
13 legislature for funding. In selecting projects, the department must
14 consider, at a minimum, the following criteria:

15 (a) Access to a transit facility, community facility, commercial
16 center, or community-identified assets;

17 (b) The use of minority and women-owned businesses and community-
18 based organizations in planning, community engagement, design, and
19 construction of the project;

20 (c) Whether the project will serve:

21 (i) Overburdened communities as defined in RCW 70A.02.010 to mean
22 a geographic area where vulnerable populations face combined,
23 multiple environmental harms and health impacts, and includes, but is
24 not limited to, highly impacted communities as defined in RCW
25 19.405.020;

26 (ii) Vulnerable populations as defined in RCW 70A.02.010 to mean
27 population groups that are more likely to be at higher risk for poor
28 health outcomes in response to environmental harms, due to adverse
29 socioeconomic factors, such as unemployment, high housing, and
30 transportation costs relative to income, limited access to nutritious
31 food and adequate health care, linguistic isolation, and other
32 factors that negatively affect health outcomes and increase
33 vulnerability to the effects of environmental harms; and sensitivity
34 factors, such as low birth weight and higher rates of
35 hospitalization. Vulnerable populations include, but are not limited
36 to: Racial or ethnic minorities, low-income populations, populations
37 disproportionately impacted by environmental harms, and populations
38 of workers experiencing environmental harms;

39 (iii) Household incomes at or below 200 percent of the federal
40 poverty level; and

1 (iv) People with disabilities;

2 (d) Environmental health disparities, such as those indicated by
3 the diesel pollution burden portion of the Washington environmental
4 health disparities map developed by the department of health, or
5 other similar indicators;

6 (e) Location on or adjacent to tribal lands or locations
7 providing essential services to tribal members;

8 (f) Crash experience involving pedestrians and bicyclists; and

9 (g) Identified need by the community, for example in the state
10 active transportation plan or a regional, county, or community plan.

11 (4) It is the intent of the legislature that the Sandy Williams
12 connecting communities program comply with the requirements of
13 chapter 314, Laws of 2021.

14 (5) The department may require recipients of funds under the
15 Sandy Williams connecting communities program to comply with the
16 complete streets requirements in RCW 47.04.035 for changes on state
17 rights-of-way.

18 (6) The department shall submit a report to the transportation
19 committees of the legislature by December 1, 2022, and each December
20 1st thereafter identifying the selected connecting communities
21 projects for funding by the legislature. The report must also include
22 the status of previously funded projects.

23 ~~((+6))~~ (7) The Sandy Williams connecting communities program
24 account is created in the state treasury. Moneys in the account may
25 be spent only after appropriation. Expenditures from the account may
26 be used only for the program activities described in this section.

27 ~~((+7))~~ (8) Beginning September 2027, by the last day of
28 September, December, March, and June of each year, the state
29 treasurer shall transfer \$3,125,000 from the multimodal
30 transportation account created in RCW 47.66.070 to the Sandy Williams
31 connecting communities program account created in this section.

32 **Sec. 304.** RCW 47.04.430 and 2023 c 447 s 5 are each amended to
33 read as follows:

34 (1) The department shall create a bicyclist and pedestrian grant
35 program to improve pedestrian and bicyclist safety and mobility and
36 increase active transportation trips.

37 (2) Project types may include, but are not limited to, bicycle
38 facilities such as buffered bike lanes, pedestrian facilities such as

1 sidewalks, crossing improvements for people who walk and roll, and
2 speed management.

3 (3) The department may require recipients of funds under the
4 bicyclist and pedestrian grant program to comply with the complete
5 streets requirements in RCW 47.04.035 for changes on state rights-of-
6 way.

7 (4) The department shall report on an annual basis the status of
8 projects funded as part of the bicyclist and pedestrian grant and
9 safe routes to school grant programs. The report must include, but is
10 not limited to, a list of projects selected and a brief description
11 of each project's status.

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