



Distribution of Funds from Climate Commitment Act Accounts Fiscal Year 2023

Introduction

The Department of Ecology (Ecology) is required by state law to report to the Legislature annually on the distribution of funds from the Climate Commitment Act Accounts. This report addresses funds appropriated for fiscal year 2023 (July 1, 2022, through June 30, 2023).

Background

In 2021, the Washington State Legislature passed the Climate Commitment Act (CCA), which establishes a comprehensive program to reduce carbon pollution and achieve greenhouse gas limits set in state law.

The CCA, codified in Chapter [70A.65](#)¹ Revised Code of Washington (RCW), requires entities covered by the law to obtain emissions allowances equal to the greenhouse gases they generate. These allowances can be obtained through quarterly auctions or bought and sold on a secondary market. The revenue raised from the auction of emissions allowances must be re-invested into projects and grants that help to achieve state climate change mitigation and resilience goals. The number of allowances being auctioned will be reduced every year to help ensure Washington achieves its 2030, 2040, and 2050 greenhouse gas limits set in state law. This means that the revenue raised will also decrease over time as these emissions decline.

Ecology has prepared this report to the Legislature as required by [RCW 70A.65.300](#)². The law states:

(1) The department shall prepare, post on the department website, and submit to the appropriate committees of the Legislature an annual report that identifies all distributions of moneys from the accounts created in [RCW 70A.65.240](#)³ through [70A.65.280](#)⁴.

(2) The report must identify, at a minimum, the recipient of the funding, the amount of the funding, the purpose of the funding, the actual end result or use of the funding, whether the project that received the funding produced any verifiable reduction in greenhouse gas emissions or other long-term impact to emissions, and if so, the quantity of reduced greenhouse gas emissions, the cost per carbon dioxide equivalent metric ton of reduced greenhouse gas emissions, and a comparison to other greenhouse gas emissions reduction projects in order to facilitate the development of cost-benefit ratios for greenhouse gas emissions reduction projects.

¹ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65>

² <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300>

³ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.240>

⁴ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.280>

(3) The department shall require by rule that recipients of funds from the accounts created in [RCW 70A.65.240](#)⁵ through [70A.65.280](#) report to the department, in a form and manner prescribed by the department, the information required for the department to carry out the department's duties established in this section.

(4) The department shall update its website with the information described in subsection (2) of this section as appropriate but no less frequently than once per calendar year.

(5) The department shall submit its report to the appropriate committees of the legislature with the information described in subsection (2) of this section no later than September 30 of each year.

To allow more time for state agencies that received CCA funds to collate the required data for reporting on funded projects, Ecology is submitting the fiscal year 2023 report on November 29, 2023. These were new reporting requirements and data was not readily available within existing agency reporting systems after the conclusion of fiscal year 2023. The Office of Financial Management (OFM) and the Governor's Office concurred with this approach to enable more complete data to be provided to the legislature.

Climate Commitment Act Accounts

The CCA established three primary accounts and two sub-accounts to house cap-and-invest auction proceeds (RCW 70A.65.240 through 70A.65.280). During the 2022 legislative session, [ESSB 5974](#)⁶ (Addressing Transportation Resources) established two additional sub-accounts under the Carbon Emissions Reduction Account.⁷

Funds in each of these seven accounts are to be appropriated for specific types of climate, environmental justice, and ecological projects, as shown in Figure 1 below. The CCA and Addressing Transportation Resources provide direction on how funds are apportioned between CCA accounts and the percentage that can be spent on fund administration. Any funds not apportioned to a sub-account remain in the primary account.

⁵ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.240>

⁶ <https://app.leg.wa.gov/billsummary?BillNumber=5974&Year=2021>

⁷ The Climate Active Transportation Account and the Climate Transit Programs Account

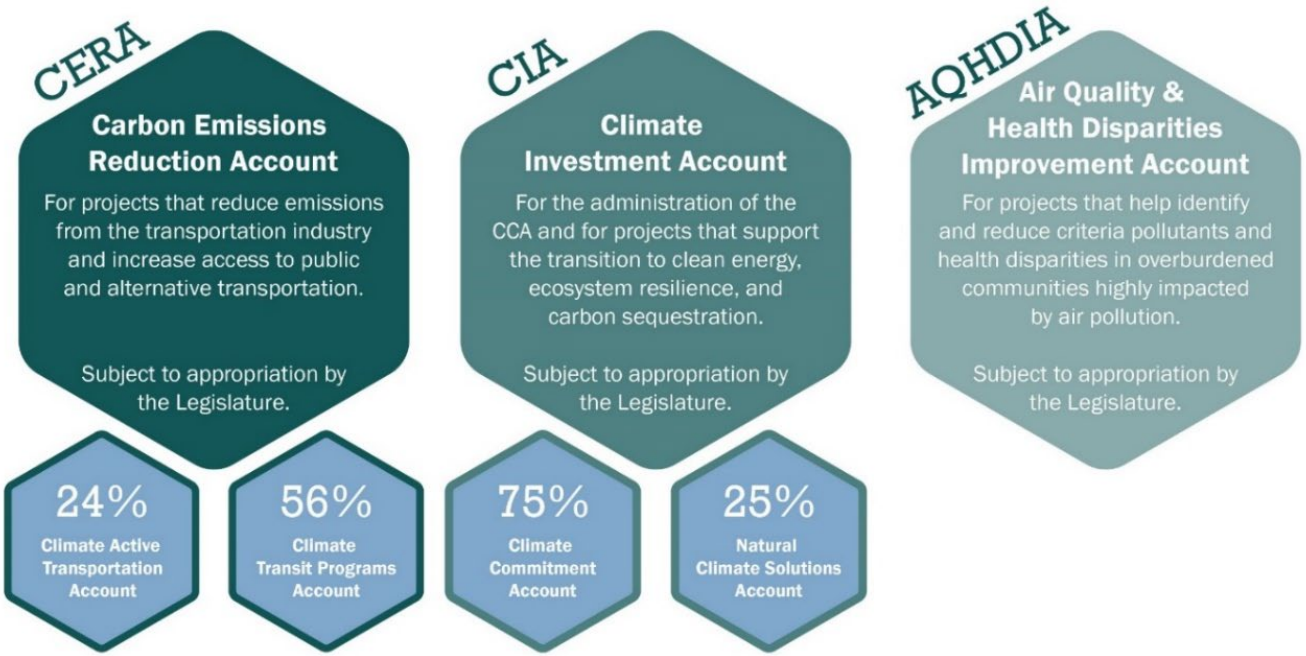


Figure 1 – Climate Commitment Act Accounts and Sub-Accounts.

The Legislature is responsible for appropriating and determining which activities and projects are funded. The CCA requires that a minimum of 35%, with a goal of 40%, of auction-generated revenue be used for projects that provide a direct benefit to vulnerable populations within overburdened communities.⁸ In addition, 10% of auction funds must be used for projects with Tribal support.

The Environmental Justice Council was created by law in the 2021 legislative session concurrent with the passing of the 2021-23 biennium budget appropriating CCA funds. The CCA directs the Environmental Justice Council to provide recommendations to the Legislature, agencies, and the Governor in the development and implementation of programs funded from the CCA accounts. The Council was not able to provide recommendations to the Legislature on the 2021-23 biennium budget appropriations, as it had not been formally established when those appropriation decisions were made by the Legislature.

Any agency receiving CCA funding must also provide a report to the Environmental Justice Council documenting progress toward environmental justice and health equity goals.

For more information on the cap-and-invest program, or the CCA, please visit: <https://ecology.wa.gov/Air-Climate/Climate-Commitment-Act/Cap-and-invest>.

Fiscal Year 2023 CCA Auction Proceeds

The CCA program began operation on Jan. 1, 2023. In fiscal year 2023, Ecology held two quarterly allowance auctions, in February and May 2023. The total combined state auction proceeds during fiscal year 2023 were \$857,073,117.

⁸ "Vulnerable populations" is defined in RCW 70A.02.010 and "overburden populations" is defined in RCW 70A.65.010.

In the future, Ecology will hold four quarterly auctions each year. Ecology may hold Allowance Price Containment Reserve (APCR) auctions if triggered by the previous quarterly auction and will hold, at a minimum, one APCR auction prior to each compliance event.

2023 Reporting Limitations

This is Ecology's second report to the Legislature on CCA expenditures and addresses fiscal year 2023. The first report to the Legislature addressed fiscal year 2022, during which no moneys had been deposited in or appropriated from the CCA accounts.

Work is still underway to establish the required administrative systems, processes, and methodologies to track and report on funds appropriated to agencies from the CCA accounts in accordance with [RCW 70A.65.300](https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300)⁹. This includes rulemaking by Ecology to define reporting requirements for funding recipients and the establishment of methodologies and processes for reporting on environmental justice metrics. Details on the rulemaking are provided below.

The data reported to Ecology from state agencies for the purpose of preparing this report was not provided in a consistent format or completeness to enable all the requirements of [RCW 70A.65.300](https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300)¹⁰ to be met for fiscal year 2023. Ecology was also not able to verify greenhouse gas (GHG) emissions reduction data reported by the state agencies that received CCA funding in fiscal year 2023.

Further information on how these issues will be addressed for future reports is provided in the Implementation Plan Update section of this report.

Appropriation of Funds

A total of \$76,150,000 was appropriated from three CCA accounts for fiscal year 2023 to five state agencies as summarized in Table 1. As part of the Move Ahead Washington transportation package, the majority of these funds (\$68,618,000) were appropriated to the Washington State Department of Transportation (WSDOT) and the Transportation Improvement Board (TIB) from the Climate Transit Programs Account and Climate Active Transportation Account.

The remainder (\$7,532,000) was appropriated to Ecology, the Environmental and Land Use Hearings Office (ELUHO), and OFM from the Climate Investment Account. No moneys were appropriated from the other CCA accounts in fiscal year 2023. State agencies expended \$54,234,309 of the appropriated funds.

⁹ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300>

¹⁰ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300>

Table 1. Appropriations and Expenditures of Funds from the CCA Accounts for fiscal year 2023.

Agency	CCA Account	Appropriation	Expenditure
Department of Transportation	26N - Climate Transit Programs Account	\$53,436,000	\$49,345,417
	26M - Climate Active Transportation Account	\$12,182,000	\$203,583
Transportation Improvement Board	26M - Climate Active Transportation Account	\$3,000,000	\$3,000,000
Department of Ecology	26B - Climate Investment Account	\$7,138,000	\$1,685,309
Environmental & Land Use Hearings Office	26B - Climate Investment Account	\$311,000	\$0
Office of Financial Management	26B - Climate Investment Account	\$83,000	\$0
	Total	\$76,150,000	\$54,234,309

Climate Transit Programs and Climate Active Transportation Accounts

In fiscal year 2023, the funds appropriated to WSDOT and TIB from the Climate Transit Programs and Climate Active Transportation Accounts were used to fund six grant programs, as shown in Table 2.

More than 100 projects were funded from these grant programs during fiscal year 2023 for a total expenditure of \$52,245,587.¹¹ The purpose of these programs included improving public transportation and increasing ridership, supporting the electrification of public transit vehicles, improving pedestrian and bicyclist safety and mobility, increasing active transportation trips, and ensuring the public transportation system is more accessible, safe, economical, and sustainable for all people. Funded projects included fleet transition plans, feasibility studies, operating and capital equipment projects.

The funding criteria for these grant programs were developed by WSDOT before CCA funds were appropriated, so the application process did not incorporate all the requirements for CCA funding (e.g., data on verifiable GHG reductions, projects funded in overburdened communities, and projects with Tribal support). However, since most of the funded public transportation projects reduced single-passenger trips or emissions from transit, WSDOT was able to estimate GHG emissions reduction for 69 projects funded through the Climate Transit Programs Account for fiscal year 2023 as indicated in Table 2.¹²

¹¹ Expenditures based on WSDOT data as of 8/30/2023. Expenditures include total contract costs, which may differ from actual contract costs invoiced during fiscal year 2023. Once the actual contract costs are finalized then expenditure data is updated.

¹² GHG emissions estimated using the California Air Resources Board's [quantification methodologies](#) for clean mobility projects.

Table 2. CCA funds legislatively appropriated and expended by WSDOT and TIB in fiscal year 2023, and associated greenhouse gas reductions where available.

Agency	Grant Program	Purpose of funding	Fiscal year 2023 Appropriation	Fiscal year 2023 Expenditure	# projects funded	# projects with GHG reductions	Total GHG Reductions MTCO2e
Department of Transportation	Transit Coordination Grants	Planning Projects to increase transit ridership and improve transit riders' travel experience	\$ 1,000,000.00	\$ 956,143.00	2	None, planning projects only	Not quantifiable
	Special Needs Transit Grants	Projects to sustain and expand public transportation services in rural areas and to people with disabilities	\$ 14,043,720.51	\$ 13,070,764.06	49	44	32,740
	Green Transit Grants	Projects to develop Zero-Emission Transit Fleet Transition Studies and Plans and Electrification projects	\$ 3,261,642.00	\$ 1,567,057.94	17	None, planning projects only	Not quantifiable
	Transit Support Grants	Operating and Capital Equipment Projects to support provision of public transportation services	\$ 33,565,243.00	\$ 33,448,621.87	30	25	158,352
	Safe Routes to Schools Program	Projects to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.	\$ 6,686,000.00	\$ 1,000.00	CCA funding not apportioned to specific projects	Data not reported / available	Data not reported / available
	Pedestrian and Bicycle Safety Grant Program	Projects to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.	\$ 5,496,000.00	\$ 202,000.00	CCA funding not apportioned to specific projects	Data not reported / available	Data not reported / available
	Transportation Improvement Board	Complete Streets Grant Program	Funding to help cities, towns, and counties pay for complete streets projects	\$ 3,000,000.00	\$ 3,000,000.00	CCA funding not apportioned to specific projects	Data not reported / available
Totals			\$ 67,052,606	\$ 52,245,587	98	69	191,092

Note: Nine projects received funds from both the Special Needs Transit and the Transit Support Grant Programs. GHG data has been adjusted to avoid double-counting.

Using the California Air Resources Board’s quantification methodologies¹³ WSDOT estimated that these funded projects resulted in GHG emissions reductions of 191,092 metric tons of carbon dioxide equivalent (MTCO₂e) during fiscal year 2023. The cost per ton of reduced GHG emissions was not reported because the CCA funds were not the only funding source for each individual project. There was also insufficient information and methodology to facilitate the development of cost-benefit ratios for GHG reduction projects in the required timeframe. The data reported by WSDOT is provided in Appendix 1.

There was an under expenditure of \$11,978,417 from the Climate Active Transportation Account funds appropriated to WSDOT. Due to the scope and delivery schedules of projects funded through the Safe Routes to School and Pedestrian and Bicycle Safety programs, some recipients had not yet commenced projects in fiscal year 2023. All eight projects funded through the Safe Routes to School program and five of seven of the Pedestrian and Bicyclist Program projects are now under way. The underspend of \$4,090,583 from the Climate Transit Programs Account funds appropriated to WSDOT was due to unanticipated delays in construction and the manufacturing of vehicles that affected a small number of funded projects. WSDOT has requested that these funds be reappropriated for the 2023-25 Biennium.

WSDOT reported that over 40% of projects funded through the Safe Routes to Schools Program and the Pedestrian and Bicycle Safety Grant Program were in communities that score high on the grant program equity criteria, which significantly overlaps with the CCA definition of vulnerable populations. This information could not be reported for the other four grant programs within the required timeframe because the original funding criteria did not require grant recipients to provide this data to WSDOT.

Climate Investment Account

The funds distributed to Ecology, ELUHO, and OFM from the Climate Investment Account were used to support the implementation of the CCA and related activities.

A total of \$1,685,309 was expended by Ecology, during fiscal year 2023. The majority of these funds (\$1,263,433) supported staff working to launch the implementation of the CCA in 2023. This included staff efforts to establish the cap-and-invest program and the *Improving Air Quality in Overburdened Communities Initiative*. Additionally, \$421,876 was expended on grants to tribes to develop carbon offset projects through the Tribal Carbon Offset Assistance Grant Program. Details of the amounts awarded are provided in Appendix 2.

In addition to the CCA appropriations, Ecology also received \$12,020,000 in state General Fund to support Ecology’s staff costs for CCA implementation and tribal climate offset grant program. In fiscal year 2023, Ecology expended \$10,044,368 of this appropriation. Overall, the Climate Investment Account appropriations used to support these programs in fiscal year 2023 represented only a fraction of the total legislative appropriations that were provided for these programs in advance of the first available CCA auction revenues.

Because Ecology received appropriations from both the state General Fund (GF-S) and the Climate Investment Account for CCA implementation, Ecology spent GF-S first, since revenue from the Climate

¹³ <https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials>

Investment Account was available later in the fiscal year, after the initial May 2023 allowance auction. Prioritization of the GF-S spending created an underspend for the Climate Investment Account appropriation of approximately \$5.7 million.

Approximately \$2.3 million of the Climate Investment Account under expenditure was in carbon offset grants. A total of \$5 million in offset grants were offered to Tribes, split evenly between GF-S and the Climate Investment Account appropriations to align with legislative tent, but due to program set up time, grants were not offered to Tribes in a time frame that allowed all interested Tribes to apply, set up, and spend the dollars before the end of the fiscal year. The rest of the Climate Investment Account underspent can be attributed to slow hiring and staff vacancy savings. As the funds expended by Ecology in fiscal year 2023 were used for capacity building and administrative purposes, they did not directly result in any verifiable reductions in GHG emissions.

The Climate Investment Account funds appropriated to ELUHO were provided to support ELUHO in responding to appeals filed with the Pollution Control Hearings Board (PCHB) regarding Ecology determinations under the CCA. While some CCA appeals were filed with the PCHB in fiscal year 2023, ELUHO did not expend any of the Climate Investment Account appropriation due to delays in establishing the required administrative processes to report on CCA funds. ELUHO expects CCA appeals to continue to be filed in the future and plans to use Climate Investment Account appropriations to pay for the legal work performed by Board Members, Administrative Appeals Judges, and legal support staff in responding to these appeals.

OFM received an appropriation from the Climate Investment account for fiscal year 2023 and fiscal year 2024 to complete a report on the greenhouse gas emissions reductions attributable to existing state laws as required by Chapter 181, Laws of 2022 ([E2SSB 5842](#)¹⁴). OFM did not engage a consultant to undertake this analysis until fiscal year 2024 so it did not utilize its fiscal year 2023 appropriation.

2023-2025 Biennium Budget

The 2023-25 Biennium [operating, capital, and transportation budgets](#)¹⁵ were passed in April 2023. A total of \$2,099,611,000 from the CCA accounts was appropriated to 35 state agencies from these budgets. The Environmental Justice Council provided the Washington State Legislature with recommendations on proposed 2023-25 biennial appropriations in its January and February 2023 meetings.¹⁶ Ecology will report on the expenditure of those funds as required by RCW [70A.65.300](#)¹⁷ following the completion of fiscal year 2024 and fiscal year 2025.

For further information on the funds appropriated from the CCA accounts for the 2023-25 Biennium please visit:

https://governor.wa.gov/sites/default/files/2023-10/How_CCA_invests_in_WA.pdf.

¹⁴ <https://app.leg.wa.gov/billsummary?BillNumber=5842&Year=2021>

¹⁵ <https://ofm.wa.gov/budget/state-budgets/2023-25-enacted-budgets>

¹⁶ The Environmental Justice Council provided recommendations to the Washington Legislature in two meetings on [Jan. 26, 2023](#) and [Feb. 28, 2023](#).

¹⁷ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300>

Implementation Plan Update

As noted above, work is underway to establish the administrative systems and processes to track and report on funds appropriated by agencies from the CCA accounts, as required by [RCW 70A.65.300](#).¹⁸ This includes rulemaking by Ecology to define reporting requirements for funding recipients, the establishment of methodologies and processes for reporting on environmental justice metrics, and work by OFM to develop a data portal demonstrating how CCA funds are expended.

Rulemaking on Reporting Requirements

Ecology is currently conducting rulemaking to outline reporting requirements for recipients of funds from CCA accounts.¹⁹ This rulemaking was announced in May 2023, with a planned adoption date in late 2024. These reporting requirements will fall only on direct recipients of legislative appropriations and will include budgetary, environmental justice, and GHG emissions reductions reporting.

State agencies with reporting requirements that are due prior to the rule's effective date will receive reporting guidance from Ecology, which is expected to be provided in late fall 2023.

Environmental Justice Reporting

Beginning in fiscal year 2024, the 2023-25 operating budget (Chapter 475, Laws of 2023²⁰) requires direct recipients of funds from CCA accounts to report to the Department of Ecology on certain environmental justice metrics. These include:

- i. The amount of expenditure that provides direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities;
- ii. An explanation of how the expenditure provides such benefits;
- iii. The methods by which overburdened communities and vulnerable populations were identified by the agency, and an explanation of the outcomes of those identification processes, including the geographic location impacted by the expenditure where relevant, and the geographic boundaries of overburdened communities identified by the agency;
- iv. The amount of expenditure used for programs, activities, or projects formally supported by a resolution of an Indian Tribe; and
- v. For expenditures that do not meet, or it is unclear whether they meet, (i) or (iv) above, an explanation of why.

Ecology is required to develop a process to track, summarize, and report on these metrics beginning with the fiscal year 2024 report.

¹⁸ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.300>

¹⁹ For more information about this rulemaking, see Ecology's rulemaking [webpage](#).

²⁰ <https://app.leg.wa.gov/billsummary?billnumber=5187&year=2023>

CCA Funds Dashboard

The 2023-2025 operating budget (Chapter 475, Laws of 2023²¹) directed OFM to develop a data portal to improve public understanding of expenditures from the CCA accounts. The dashboard will show how CCA funds are being spent, including expenditures providing direct and meaningful benefits to Tribes and overburdened communities. OFM and Ecology are coordinating their work on reporting expenditures from the CCA accounts.

Conclusion

In fiscal year 2023, a total of \$76,150,000 was legislatively appropriated from the CCA accounts. These funds were distributed to five state agencies of which \$54,234,309 was expended.

An estimated minimum of 191,092 MTCO_{2e} GHG emission reductions was reported as being achieved during fiscal year 2023 from 69 of the funded projects. Calculation of GHG emission reductions from the other funded projects was not possible because the funds were either used for capacity building and administrative purposes or the recipients were not yet able to provide data on verifiable GHG reductions.

Recommendations

As noted above, to allow more time for state agencies that received CCA funds to collate the required data for reporting on funded projects, Ecology submitted this report to the Legislature after the Sept. 30 deadline. Due to the short amount of time between the end of the fiscal year and this date, Ecology expects this issue will remain a challenge for state agencies even with the establishment of new systems and processes to track and report on funds as outlined in the Implementation Plan Update section of this report.

Ecology recommends that the Legislature consider a permanent change to the deadline for Ecology to submit its annual reports to allow sufficient time for state agencies to collate the required data and determine verifiable GHG emission reductions ahead of submission to Ecology.

²¹ <https://app.leg.wa.gov/billsummary?billnumber=5187&year=2023>

Appendix 1 – Data reported to Ecology by WSDOT on Sep. 14, 2023

Administering Recipient	New / Existing Project	Budget / Item	Location / Address	Project Type	Description of End Result or Use of Funding	REPORTING PERIOD: FISCAL YEAR 2023					Other long-term impacts	LIFETIME OF THE PROJECT			
						Funding Source/ Account	Total Expended Amount for fiscal year 2023	% of total for Admin. Costs	Verifiable quantity of reduced GHG emissions	Cost per CO ² equivalent metric ton of reduced GHG emissions		Funding Source/ Account	Total Appropriation Amount	Quantity of estimated verifiable reduced GHG emissions over the lifetime of the project	Cost per CO ² equivalent metric ton of reduced GHG emissions
Transportation, Department of	New	Bike/Ped 2022 projects	Statewide	Bike/Ped 2022 projects	New/Improved Bike/Ped facilities	CATA	\$202,000.00	0%	Data not yet available. Sub-recipients not originally required to report this as a condition of receiving the grant; will establish processes in future.	N/A	2021-23 Pedestrian/Bicyclist and Safe Routes to School Legislative Report provides information on safety, equity, and connectivity benefits this program is required to address under statute. Projects will support mode shift and GHG reduction over time as projects are completed	CATA	\$5,496,000.00	Data not yet available. Sub-recipient not originally required to report this as a condition of receiving the grant; will establish processes in future.	N/A
Transportation, Department of	New	SRTS 2022 projects	Statewide	SRTS 2022 projects	New/Improved Safe Routes to School	CATA	\$1,000.00	0%	Data not yet available. Sub-recipients not originally required to report this as a condition of receiving the grant; will establish processes in future.	N/A	2021-23 Pedestrian/Bicyclist and Safe Routes to School Legislative Report provides information on safety, equity, and connectivity benefits this program is required to address under statute. Projects will support mode shift and GHG reduction over time as projects are completed	CATA	\$6,686,000.00	Data not yet available. Sub-recipient not originally required to report this as a condition of receiving the grant; will establish processes in future.	N/A
Transportation, Department of	New	Transit planning	King, Kitsap, Pierce, and Snohomish counties	Planning	This project delivered a successful education and outreach campaign to increase awareness for Phase II of the Free Youth Transit Pass. The campaign ran from May 22, 2023 through June 30, 2023 included a combination of outreach tools such as video ads, point-of-view reels, transit ads, an on-board announcement, rack card, social media toolkit, and newsletter and website copy. By the end of the campaign traffic to the website increased by 700%.	CTPA	\$500,000.00	10%	-	No data reported	The project will increase transit ridership in this key demographic throughout the region, addressing access barriers and safety concerns. This will reduce drive-alone trips and congestion, reduce travel costs for families, and encourage life-long sustainable travel behaviors.	CTPA	\$500,000.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit planning	Snohomish County	Planning	This project will deliver a Transit Coordination study by September 30, 2023 that will develop a consolidated transit network in Snohomish County.	CTPA	\$456,143.00	10%	-	No data reported	The project will improve access and reduce travel times throughout Snohomish County.	CTPA	\$500,000.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit operations	Benton and Franklin Counties	Operating	Sustained demand response services for persons with limited mobility within the Ben Franklin Transit's Public Transit Benefit Areas (PTBA) from July 1, 2022 through June 30, 2023.	CTPA	\$775,869.00	10%	2,816	No data reported	No data reported	CTPA	\$775,869.00	2816	No data reported
Transportation, Department of	New	Transit operations	Chelan and Douglas Counties	Operating	Sustained paratransit services for persons with special needs in Chelan and Douglas Counties from July 1, 2022 through June 30, 2023.	CTPA	\$199,956.00	10%	490	No data reported	No data reported	CTPA	\$199,956.00	490	No data reported
Transportation, Department of	New	Transit operations	Kittitas County	Operating	Sustained ADA-accessible demand-response services in the city of Ellensburg for persons with special transportation needs and the general public from July 1, 2022 through June 30, 2023.	CTPA	\$1,166.00	10%	114	No data reported	No data reported	CTPA	\$1,166.00	114	No data reported
Transportation, Department of	New	Transit operations	Snohomish County	Operating	Sustained Paratransit and Demand Response transportation services for the general public and the special needs population from July 1, 2022 through June 30, 2023.	CTPA	\$341,991.00	10%	1,540	No data reported	No data reported	CTPA	\$341,991.00	1540	No data reported
Transportation, Department of	New	Transit capital	Cowlitz County	Capital	Once completed, this project will purchase 4 replacement, gasoline powered medium-duty cutaway vehicles. Due to current market conditions the vehicles will not be delivered until after June 30, 2023. WSDOT has submitted a request for reappropriation to the 23-25 biennium through the 2024 supplemental budget process.	CTPA	\$0.00	10%	-	No data reported	No data reported	CTPA	\$85,239.00	589	No data reported
Transportation, Department of	New	Transit operations	Whitman County	Operating	Sustained accessible demand-response service for eligible persons with special needs in the city of Pullman from July 1, 2022 through June 30, 2023.	CTPA	\$48,589.00	10%	34	No data reported	No data reported	CTPA	\$48,589.00	34	No data reported
Transportation, Department of	New	Transit operations	Yakima County	Operating	Sustained Dial-A-Ride service to eligible special needs residents in the Selah area into Yakima and Union Gap from July 1, 2022 through June 30, 2023.	CTPA	\$3,523.00	10%	160	No data reported	No data reported	CTPA	\$3,523.00	160	No data reported
Transportation, Department of	New	Transit operations	Clallam County	Operating	Sustained paratransit services to the elderly and persons with disabilities in Clallam County from July 1, 2022 through June 30, 2023.	CTPA	\$123,819.00	10%	309	No data reported	No data reported	CTPA	\$127,137.00	309	No data reported
Transportation, Department of	New	Transit operations	Clark County	Operating	Sustained the C-VAN program providing complimentary ADA, paratransit services for persons with special needs who are unable to use accessible fixed route bus service within C-TRAN's service area.	CTPA	\$288,066.00	10%	1,426	No data reported	No data reported	CTPA	\$691,507.00	1426	No data reported
Transportation, Department of	New	Transit operations	Columbia and Walla	Operating	Sustained accessible demand-response transportation services for the general public in Columbia County with connections into Walla Walla and	CTPA	\$66,112.00	10%	179	No data reported	No data reported	CTPA	\$66,112.00	179	No data reported

			Walla Counties		Garfield counties as well as special transportation needs, from July 1, 2022 through June 30, 2023.										
Transportation, Department of	New	Transit capital	Asotin and Garfield Counties	Capital	Purchased one replacement, gas powered transit van for Commuter and Demand Response Service.	CTPA	\$13,796.00	10%	-	No data reported	No data reported	CTPA	\$13,796.00	75	No data reported
Transportation, Department of	New	Transit capital	Grant County	Capital	Purchased dispatch/demand response scheduling software, funded architectural design work for the phase 2 addition to the GTA maintenance shop, and funded upgrades to the maintenance and operations facility and grounds. The project also intends to purchase an electric support vehicle and annunciator systems for four existing buses; however, due to current market conditions the delivery of these capital purchases have been delayed past June 30, 2023. WSDOT has submitted a reappropriation request through the 2024 supplemental budget process to support these purchases.	CTPA	\$141,029.46	10%	-	No data reported	No data reported	CTPA	\$253,978.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit operations	Grays Harbor, Jefferson, Lewis, Mason, Pacific, and Thurston Counties	Operating	Sustained fixed-route transportation services, door-to-door demand-responsive services for the general public, and complementary ADA services, from July 1, 2022 through June 30, 2023.	CTPA	\$131,208.00	10%	2,360	No data reported	No data reported	CTPA	\$131,208.00	2360	No data reported
Transportation, Department of	New	Transit operations	Thurston County	Operating	Sustained paratransit services to persons with special needs within the Thurston County Public Transportation Benefit Area service area from July 1, 2022 through June 30, 2023.	CTPA	\$543,458.00	10%	1,400	No data reported	No data reported	CTPA	\$543,458.00	1400	No data reported
Transportation, Department of	New	Transit operations	Island County	Operating	Sustained Dial-A-Ride services for persons with special needs in Island County's service area, including connections to transit systems in Snohomish County, from July 1, 2022 through June 30, 2023.	CTPA	\$307,607.00	10%	300	No data reported	No data reported	CTPA	\$307,607.00	300	No data reported
Transportation, Department of	New	Transit capital	Jefferson County	Capital	Purchased one electric trolley for the downtown shuttle route, and two light duty, diesel powered cutaways for Dial-A-Ride services. These vehicles will support special needs transportation.	CTPA	\$62,698.00	10%	-	No data reported	No data reported	CTPA	\$62,698.00	966	No data reported
Transportation, Department of	New	Transit operations	King County	Operating	Expanded ACCESS paratransit transportation services in King County, from July 1, 2022 through June 30, 2023, by: 1) providing subsidies for taxi operators to support an accessible taxi fleet, 2) providing personalized transportation needs, evaluation and trip planning assistance to persons with special needs, and 3) supporting Metro's bus travel training program targeting all conditionally eligible ADA riders.	CTPA	\$3,261,600.00	10%	521	No data reported	No data reported	CTPA	\$3,261,600.00	521	No data reported
Transportation, Department of	New	Transit operations	Kitsap County	Operating	Sustained public ACCESS paratransit services from July 1, 2022 through June 30, 2023.	CTPA	\$649,955.00	10%	479	No data reported	No data reported	CTPA	\$649,955.00	479	No data reported
Transportation, Department of	New	Transit operations	Lewis County	Operating	Sustained demand response services to individuals with special transportation needs throughout Lewis County from July 1, 2022 through June 30, 2023.	CTPA	\$141,078.00	10%	111	No data reported	No data reported	CTPA	\$141,078.00	111	No data reported
Transportation, Department of	New	Transit operations	Mason County	Operating	Sustained the Core Demand Response (Dial-A-Ride) transit services for the elderly, persons with special needs, low-income, and general public in Mason County from July 1, 2022 through June 30, 2023.	CTPA	\$324,770.00	10%	277	No data reported	No data reported	CTPA	\$324,770.00	277	No data reported
Transportation, Department of	New	Transit operations	Okanogan County	Operating	Sustained special needs transportation services in Okanogan County from July 1, 2022 through June 30, 2023.	CTPA	\$10,932.00	10%	529	No data reported	No data reported	CTPA	\$10,932.00	529	No data reported
Transportation, Department of	New	Transit operations	Pacific County	Operating	Sustained Dial-a-Ride services for the elderly, special needs populations, and the general public in Long Beach, Ilwaco, Chinook, Ocean Park, Nahcotta, Surfside, Raymond, South Bend, and the areas immediately surrounding those communities, from July 1, 2022 through June 30, 2023.	CTPA	\$27,770.00	10%	82	No data reported	No data reported	CTPA	\$27,770.00	82	No data reported
Transportation, Department of	New	Transit operations	Pierce County	Operating	Sustained contracted paratransit shuttle transportation services in Pierce County from July 1, 2022 through June 30, 2023.	CTPA	\$754,598.00	10%	1,877	No data reported	No data reported	CTPA	\$754,598.00	1877	No data reported
Transportation, Department of	New	Transit operations	Skagit County	Operating	Expanded the operation Flex route to provide fixed route and paratransit services, from July 1, 2022 through June 30, 2023. This route offers hourly transit services providing access to medical, retail and social services from Burlington to the town of Concrete in Eastern Skagit County.	CTPA	\$214,832.00	10%	384	No data reported	No data reported	CTPA	\$214,832.00	384	No data reported
Transportation, Department of	New	Transit operations	Snohomish County	Operating	Sustained demand response transportation services for the special needs population in Snohomish County from July 1, 2022 through June 30, 2023.	CTPA	\$438,213.00	10%	1,540	No data reported	No data reported	CTPA	\$438,213.00	1540	No data reported
Transportation, Department of	New	Transit operations	Spokane County	Operating	Sustained demand response paratransit transportation services for persons with special needs within the Spokane Transit Authority service area from July 1, 2022 through June 30, 2023.	CTPA	\$711,045.00	10%	1,673	No data reported	No data reported	CTPA	\$711,045.00	1673	No data reported
Transportation, Department of	New	Transit operations	Walla Walla	Operating	Sustained ADA accessible, demand response, and deviated fixed route services designed to meet the transportation needs of veterans, seniors,	CTPA	\$98,396.00	10%	63	No data reported	No data reported	CTPA	\$98,396.00	63	No data reported

					and special needs populations with improved access in Walla Walla from July 1, 2022 through June 30, 2023.										
Transportation, Department of	New	Transit operations	Whatcom County	Operating	Sustained demand response services for special needs populations within Whatcom County from July 1, 2022 through June 30, 2023.	CTPA	\$511,826.00	10%	1,129	No data reported	No data reported	CTPA	\$511,826.00	1129	No data reported
Transportation, Department of	New	Transit operations	Grays Harbor and Pacific Counties	Operating	Provided operating funds from July 1, 2022 through June 30, 2023 for the new employment transportation program, Driven to Opportunity, to provide services to low-income and special needs residents in under-served areas of Grays Harbor and Pacific counties.	CTPA	\$91,058.00	10%	78	No data reported	No data reported	CTPA	\$105,460.00	78	No data reported
Transportation, Department of	New	Transit operations	Cowlitz and Wahkiakum Counties	Operating	Sustained the Reserve-A-Ride Transportation Program, from July 1, 2022 through June 30, 2023. This program provides transportation services to medical care & basic service destinations for seniors, persons with disabilities, veterans & military families, & individuals with special transportation needs in Cowlitz and Wahkiakum Counties.	CTPA	\$103,528.00	10%	75	No data reported	No data reported	CTPA	\$58,528.00	75	No data reported
Transportation, Department of	New	Transit operations	Asotin, Garfield, and Whitman Counties	Operating	Sustained accessible demand-response and deviated fixed route transportation services to the general public in in Asotin, Garfield, Whitman and southern Spokane counties from July 1, 2022 through June 30, 2023.	CTPA	\$29,680.00	10%	252	No data reported	No data reported	CTPA	\$36,750.00	252	No data reported
Transportation, Department of	New	Transit operations	King County	Operating	This project implemented a One-Call One-Click (OCOC) system to provide multimodal trip planning and transportation request service for special needs populations within King County and eventually the Central Puget Sound region from July 1, 2022 through June 30, 2023.	CTPA	\$101,936.00	10%	-	No data reported	No data reported	CTPA	\$101,936.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit operations	Kittitas County	Operating	Sustained demand-response, door-to-door transportation services supporting the special needs population of Upper and Lower Kittitas Counties from July 1, 2022 through June 30, 2023.	CTPA	\$208,229.00	10%	114	No data reported	No data reported	CTPA	\$208,229.00	114	No data reported
Transportation, Department of	New	Transit operations	Kittitas County	Capital	Purchased three expansion gas-powered vans for Dial-A-Ride services.	CTPA	\$147,200.00	10%	-	No data reported	No data reported	CTPA	\$147,200.00	non-quantifiable (fleet expansion)	No data reported
Transportation, Department of	New	Transit operations	Kittitas County	Capital	Purchased one expansion light-duty vehicle for Kittitas County Connector route.	CTPA	\$170,320.00	10%	-	No data reported	No data reported	CTPA	\$170,320.00	non-quantifiable (fleet expansion)	No data reported
Transportation, Department of	New	Transit operations	Clark County	Operating	Sustained the Reserve-A-Ride Transportation Program to provide services to the elderly, veterans, and people with disabilities in Clark County from July 1, 2022 through June 30, 2023.	CTPA	\$138,873.00	10%	65	No data reported	No data reported	CTPA	\$99,850.00	65	No data reported
Transportation, Department of	New	Transit operations	Cowlitz and Clark Counties	Operating	Sustained fixed route services for the general public between Clark and Cowlitz Counties from July 1, 2022 through June 30, 2023.	CTPA	\$64,694.00	10%	256	No data reported	No data reported	CTPA	\$90,000.00	256	No data reported
Transportation, Department of	New	Transit capital	Cowlitz and Clark Counties	Capital	Once completed, this project will purchase two replacement gasoline powered ADA light duty vehicles. Due to current market conditions the vehicles will not be delivered until after June 30, 2023. WSDOT has submitted a request for reappropriation to the 23-25 biennium through the 2024 supplemental budget process.	CTPA	\$0.00	10%	148	No data reported	No data reported	CTPA	\$78,320.00	148	No data reported
Transportation, Department of	New	Transit operations	Whatcom County	Operating	Sustained fixed-route, route deviated services on two routes serving the Lummi Reservation and connecting to the City of Ferndale for the general public from July 1, 2022 through June 30, 2023.	CTPA	\$96,737.76	10%	17	No data reported	No data reported	CTPA	\$96,737.76	17	No data reported
Transportation, Department of	New	Transit operations	King and Snohomish Counties	Operating	Sustained ADA accessible demand response and deviated fixed route services to special needs populations in rural areas of the Snoqualmie Valley from July 1, 2022 through June 30, 2023.	CTPA	\$42,453.00	10%	319	No data reported	No data reported	CTPA	\$60,000.00	319	No data reported
Transportation, Department of	New	Transit capital	Okanogan County	Capital	Purchased three replacement gasoline powered light duty vehicles to maintain demand response and commuter route services.	CTPA	\$11,328.00	10%	392	No data reported	No data reported	CTPA	\$11,328.00	392	No data reported
Transportation, Department of	New	Transit operations	Okanogan and Douglas Counties	Operating	Sustained the door-to-door demand-response service for the elderly, special needs population, and general public in Okanogan County from July 1, 2022 through June 30, 2023.	CTPA	\$77,520.00	10%	144	No data reported	No data reported	CTPA	\$77,520.00	144	No data reported
Transportation, Department of	New	Transit operations	Okanogan County	Operating	Sustained three rural commuter routes for the general public and special needs populations in Okanogan County from July 1, 2022 through June 30, 2023.	CTPA	\$123,000.00	10%	226	No data reported	No data reported	CTPA	\$123,000.00	226	No data reported
Transportation, Department of	New	Transit operations	Adams, Benton and Franklin Counties	Operating	Sustained deviated fixed-route transportation services for the general public and persons with special needs in rural communities within Adam, Benton, and Franklin Counties.	CTPA	\$123,937.00	10%	178	No data reported	No data reported	CTPA	\$123,937.00	178	No data reported
Transportation, Department of	New	Transit operations	Pierce County	Operating	Sustained the Beyond the Borders service, which provides fully accessible demand-response and deviated fixed-route services for special needs riders in east and south Pierce County, from July 1, 2022 through June 30, 2023.	CTPA	\$552,510.00	10%	1,877	No data reported	No data reported	CTPA	\$552,510.00	1877	No data reported

Transportation, Department of	New	Transit operations	San Juan County	Operating	Sustained on-demand services to seniors, people with disabilities and rural county residents via small electric vehicles & larger wheelchair accessible MV-1 vehicles from July 1, 2022 through June 30, 2023. Service includes non-emergency and door-to-door rides for health care and essential services.	CTPA	\$67,716.84	10%	85	No data reported	No data reported	CTPA	\$126,508.00	85	No data reported
Transportation, Department of	New	Transit operations	King County	Operating	Sustained the Hyde Shuttles Program, a community-based demand response paratransit service for seniors and people with disabilities, from July 1, 2022 through June 30, 2023.	CTPA	\$686,874.00	10%	8,406	No data reported	No data reported	CTPA	\$686,874.00	8406	No data reported
Transportation, Department of	New	Transit operations	Snohomish County	Operating	Sustained Mobility Management, special needs transportation services, projects and operational support for the Snohomish County Transportation Coalition (SNOTRAC) from July 1, 2022 through June 30, 2023.	CTPA	\$30,000.00	10%	-	No data reported	No data reported	CTPA	\$30,000.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit operations	Yakima County	Operating	Sustained the existing Dial-A-Ride Program from July 1, 2022 through June 30, 2023.	CTPA	\$9,267.00	10%	319	No data reported	No data reported	CTPA	\$9,267.00	319	No data reported
Transportation, Department of	New	Transit planning	Asotin County	Planning	Developed a feasibility study for the replacement of Asotin County PTBA's fleet to zero/low emission rolling stock and the necessary infrastructure to achieve the State's goal of zero to low emission vehicles.	CTPA	\$39,546.24	10%	-	No data reported	No data reported	CTPA	\$50,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Chelan and Douglas Counties	Planning	Developed 100% design plans for the electrical infrastructure needed to power an additional 22 battery electric buses for Link Transit. This include the design to power up 45 more vehicles planned to be purchased in the next 5-10 years.	CTPA	\$300,000.00	10%	-	No data reported	No data reported	CTPA	\$300,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Kittitas County	Planning	Developed Central Transit's Zero Emission Transit Plan to transition the fleet to a zero-emissions public transit system. This includes identifying objectives to economically pursue and service viable fuel and power technologies in order to meet the legislative mandates and improve the environmental footprint in our rural community.	CTPA	\$95,588.32	10%	-	No data reported	No data reported	CTPA	\$120,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Snohomish County	Planning	Developed Everett Transit's fleet transition plan that addresses the conversion of the fixed route fleet and paratransit fleet. This includes an implementation plan and timeline for a motor vehicle facility and expanded or new operations base to support an electric fleet.	CTPA	\$75,000.00	10%	-	No data reported	No data reported	CTPA	\$75,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Cowlitz County	Planning	Developed a strategic plan for transitioning the RiverCities Transit fixed route and paratransit fleet from fossil fuels to zero-emission power. The strategic plan will include a study of the technologies, partnerships, funding, and workforce development required to successfully make this transition.	CTPA	\$4,520.94	10%	-	No data reported	No data reported	CTPA	\$5,600.00	0	No data reported
Transportation, Department of	New	Transit planning	Grant County	Planning	Developed a Fleet and Equipment Electrification Transition Plan that Grant Transit Authority can use to meet the goal of transitioning to a full zero-emission fleet.	CTPA	\$68,597.46	10%	-	No data reported	No data reported	CTPA	\$75,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Island County	Planning	Developed Island Transit's Zero-Emission Vehicle Feasibility Study for transitioning the fleet to zero-emission vehicles. Elements of the Study include electric and hydrogen fuel cell vehicles, required infrastructure, economic lifecycle costs, environmental attributes, performance issues, network design impacts, risks, benefits, timelines, and transition strategies, including training and workforce needs.	CTPA	\$60,000.00	10%	-	No data reported	No data reported	CTPA	\$60,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Clallam, Jefferson, and Mason Counties	Planning	Developed a business plan for the upgrade of the West Bremerton Transit Center to accommodate a liquid hydrogen fuel system by 2040. Safety, convenience, environmental impact, staff training needs, engineering, power consumption, power delivery, surveying, construction, storm water, facilities upgrades, and cost effectiveness of such a facility were analyzed as well as functions related to the safety of producing, storing, and distributing liquidized hydrogen fuel.	CTPA	\$99,019.39	10%	-	No data reported	No data reported	CTPA	\$160,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Okanogan County	Planning	Developed a Zero-Emission Fleet Transition Plan that will document current and future zero emission vehicle technologies. The feasibility of a transition based on current technologies, a long-term fleet management plan with a phasing strategy for the new technology, provides a funding strategy for the transition, and creates a strategy for considering current and future policy and legislative impacts on relevant technologies.	CTPA	\$72,000.00	10%	-	No data reported	No data reported	CTPA	\$80,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Pierce County	Planning	Developed a Zero Emission Fleet Transition Plan, which will document existing Conditions and conduct a ZEB Feasibility Analysis.	CTPA	\$121,767.00	10%	-	No data reported	No data reported	CTPA	\$140,316.00	0	No data reported
Transportation, Department of	New	Transit planning	Skagit County, Island County	Planning	Developed Skagit Transit's Zero Emission Fleet Transition Plan to research the state of zero emissions bus (ZEB) technologies and assess how these technologies would apply to existing operations. The plan includes recommendations for the infrastructure at our new Maintenance Operations and Administration facility and create a Zero Emissions Transition Plan to outline the transition for converting all of its revenue services to fully zero emissions technologies.	CTPA	\$104,140.00	10%	-	No data reported	No data reported	CTPA	\$128,000.00	0	No data reported

Transportation, Department of	New	Transit planning	Snohomish County	Planning	Developed Community Transit's Zero Emission Feasibility Study to inform an upcoming a Zero Emission Transition Plan. The Study is a comprehensive examination of the costs, infrastructure, risks, and strategies for transitioning Community Transit's fixed-route service to zero-emission.	CTPA	\$360,000.00	10%	-	No data reported	No data reported	CTPA	\$360,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Spokane County	Planning	Developed Spokane Transit's Zero Emission Fleet Transition Plan (ZEFTP). The ZEFTP built on the 2020 work found in our Analysis of Alternatives for Fleet Conversion to Zero-Emission Technologies (ZETAA), which provides a baseline for our current and proposed fleet, including an assessment of routes, scheduling blocks, and maintenance needs.	CTPA	\$66,878.59	10%	-	No data reported	No data reported	CTPA	\$160,000.00	0	No data reported
Transportation, Department of	New	Transit planning	Whatcom County	Planning	Developed Whatcom Transit's Zero Emission Fleet Transition Plan. The Plan identifies challenges and opportunities and creates a road map for a timely, strategic transition to a zero-emission fleet.	CTPA	\$100,000.00	10%	-	No data reported	No data reported	CTPA	\$100,000.00	0	No data reported
Transportation, Department of	New	Transit capital	King County	Construction	Once completed in 2026, this project will electrify a two one-mile segments of Route 48 to enable the use of 100% electric trolley buses in place of hybrid electric-diesel buses. The project scope includes the installation of trolley infrastructure (wires and poles) and the two traction power substations. CTPA funds were reappropriated from the 2021-2023 biennium to the 2023-2025 biennium.	CTPA	\$0.00	10%	-	No data reported	No data reported	CTPA	\$1,249,226.00	6046	No data reported
Transportation, Department of	New	Transit operations	Spokane County	Operating	Sustained demand response and paratransit services for those with special needs from July 1, 2022 through June 30, 2023.	CTPA	\$2,507,439.00	10%	1,842	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$2,507,439.00	1,842	No data reported
Transportation, Department of	New	Transit operations	Okanogan County	Operating	Funded public transportation service operating and administrative costs from July 1, 2022 through June 30, 2023.	CTPA	\$73,421.00	10%	582	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$73,421.00	582	No data reported
Transportation, Department of	New	Transit operations	Asotin County	Operating	Provided operating assistance for fixed route and ADA complimentary paratransit services from July 1, 2022 through June 30, 2023. This project benefitted reliable transit services for Asotin County residents and supported people with special transportation needs.	CTPA	\$41,375.00	10%	432	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$41,375.00	432	No data reported
Transportation, Department of	New	Transit operations	Benton and Franklin Counties	Operating	Sustained services within the Ben Franklin Transit's Public Transit Benefit Areas (PTBA) from July 1, 2022 through June 30, 2023.	CTPA	\$1,354,076.00	10%	11,101	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$1,354,076.00	11,101	No data reported
Transportation, Department of	New	Transit operations	Chelan and Douglas Counties	Operating	Sustained commuter services for the general public serving Entiat, Chelan, Chelan, Leavenworth, Waterville, Wenatchee, Ardenvoir, and Manson, from July 1, 2022 through June 30, 2023.	CTPA	\$582,247.00	10%	3,782	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$582,247.00	3,782	No data reported
Transportation, Department of	New	Transit operations	Snohomish County	Operating	Sustained fixed-route operating costs, existing and increasing service levels to pre-pandemic levels. Expansion to provide new service from Everett Station to the Mukilteo Ferry Terminal.	CTPA	\$746,133.00	10%	2,226	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$746,133.00	2,226	No data reported
Transportation, Department of	New	Transit operations	Cowlitz County	Operating	Supported operations of the existing fixed route transit service in Kelso and Longview.	CTPA	\$251,372.00	10%	591	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$251,372.00	591	No data reported
Transportation, Department of	New	Transit operations	Whitman County	Operating	Sustained fixed route transit service for the general public in the City of Pullman.	CTPA	\$158,193.00	10%	793	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$158,193.00	793	No data reported

Transportation, Department of	New	Transit operations	Clallam, Jefferson, and Kitsap Counties	Operating	Provided fuel for fixed-route services (excluding Strait Shot and Route 16)	CTPA	\$248,403.00	10%	non-quantifiable	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$345,306.00	non-quantifiable	No data reported
Transportation, Department of	New	Transit operations	Clark County	Operating	Sustained the C-VAN program providing complimentary ADA, paratransit services for persons with special needs who are unable to use accessible fixed route bus service within C-TRAN's service area.	CTPA	\$1,865,831.00	10%	1,426	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$1,865,831.00	1,426	No data reported
Transportation, Department of	New	Transit operations	Columbia and Walla Walla Counties	Operating	Sustained accessible demand-response transportation services for the general public in Columbia County with connections into Walla Walla and Garfield counties as well as special transportation needs, from July 1, 2022 through June 30, 2023.	CTPA	\$42,209.00	10%	179	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$42,209.00	179	No data reported
Transportation, Department of	New		Asotin and Garfield Counties	Capital	Purchased one replacement, gas powered transit van for Commuter and Demand Response Service.	CTPA	\$9,823.00	10%	-	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$9,823.00	75	No data reported
Transportation, Department of	New		Grant County	Capital	Funded the purchase of capital assets by June 30, 2023, including one operations support vehicle, graphics and radios for electric buses, surveillance cameras, computers, and an entrance control card system.	CTPA	\$130,523.87	10%	-	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$150,242.00	-	No data reported
Transportation, Department of	New	Transit operations	Grays Harbor, Jefferson, Lewis, Mason, Pacific, and Thurston Counties	Operating	Sustained fixed-route transportation services, door-to-door demand-responsive services for the general public, and complementary ADA services, from July 1, 2022 through June 30, 2023.	CTPA	\$316,970.00	10%	2,360	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$316,970.00	2,360	No data reported
Transportation, Department of	New	Transit operations	Thurston County	Operating	Sustained paratransit services to persons with special needs within the Thurston County Public Transportation Benefit Area service area from July 1, 2022 through June 30, 2023.	CTPA	\$1,492,890.00	10%	1,400	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$1,492,890.00	1,400	No data reported
Transportation, Department of	New	Transit operations	Island County	Operating	Sustained general public fixed, paratransit, route-deviated and vanpool services in Island County and connecting counties from July 1, 2022 through June 30, 2023.	CTPA	\$364,079.00	10%	3,322	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$364,079.00	3,322	No data reported
Transportation, Department of	New	Transit operations	Jefferson County	Operating	Sustained fixed-route and on-demand ADA services to residents of East Jefferson County from July 1, 2022 through June 30, 2023.	CTPA	\$180,663.00	10%	1,245	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$180,663.00	1,245	No data reported
Transportation, Department of	New	Transit operations	King County	Operating	Sustained transportation services across King County Metro's service area from July 1, 2022 through June 30, 2023.	CTPA	\$11,762,100.00	10%	93,115	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$11,762,100.00	93,115	No data reported
Transportation, Department of	New	Transit operations	Kitsap County	Operating	Sustained fixed routed and paratransit services from July 1, 2022 through June 30, 2023.	CTPA	\$1,747,273.00	10%	5,221	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$1,747,273.00	5,221	No data reported

Transportation, Department of	New	Transit operations	Lewis County	Operating	Sustained fixed-route and ADA complementary paratransit services for the cities of Centralia and Chehalis from July 1, 2022 through June 30, 2023.	CTPA	\$130,501.00	10%	818	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$130,501.00	818	No data reported
Transportation, Department of	New		Jefferson, Kitsap, Mason and Thurston Counties	Capital	Purchased three replacement ADA vans to maintain the Dial-A-Ride program by June 30, 2023.	CTPA	\$234,746.00	10%	-	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$234,746.00	non-quantifiable (fleet expansion)	No data reported
Transportation, Department of	New	Transit operations	Pacific County	Operating	Sustained Dial-a-Ride services for the elderly, special needs populations, and the general public in Long Beach, Ilwaco, Chinook, Ocean Park, Nahcotta, Surfside, Raymond, South Bend, and the areas immediately surrounding those communities, from July 1, 2022 through June 30, 2023.	CTPA	\$59,905.00	10%	82	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$59,905.00	82	No data reported
Transportation, Department of	New	Transit operations	Pierce County	Operating	Sustained public transportation services from July 1, 2022 through June 30, 2023.	CTPA	\$2,829,615.00	10%	12,412	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$2,829,615.00	12,412	No data reported
Transportation, Department of	New		Skagit County, Island County	Capital	Purchased transit trip software and hardware.	CTPA	\$35,221.00	10%	-	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$35,221.00	-	No data reported
Transportation, Department of	New	Transit operations	Skagit County, Island County	Operating	Sustained fixed route, commuter bus and paratransit services from July 1, 2022 through June 30, 2023.	CTPA	\$442,183.00	10%	2,932	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$442,183.00	2,932	No data reported
Transportation, Department of	New	Transit operations	Snohomish County	Operating	Sustained fixed route service for the general public and DART demand response service throughout Community Transit's PTBA, from July 1, 2022 through June 30, 2023.	CTPA	\$4,295,324.00	10%	16,310	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$4,295,324.00	16,310	No data reported
Transportation, Department of	New	Transit operations	Yakima County	Operating	Sustained fixed route service from July 1, 2022 through June 30, 2023.	CTPA	\$268,456.00	10%	1,629	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$268,456.00	1,629	No data reported
Transportation, Department of	New	Transit operations	Yakima County	Operating	Sustained the existing Dial-A-Ride Program from July 1, 2022 through June 30, 2023.	CTPA	\$29,266.00	10%	319	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$29,266.00	319	No data reported
Transportation, Department of	New	Transit operations	Walla Walla	Operating	Sustained ADA accessible, demand response, and deviated fixed router services designed to meet the transportation needs of veterans, seniors, and special needs populations with improved access in Walla Walla from July 1, 2022 through June 30, 2023.	CTPA	\$181,004.00	10%	63	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$181,004.00	63	No data reported
Transportation, Department of	New	Transit operations	Whatcom County	Operating	Sustained demand response services for special needs populations within Whatcom County from July 1, 2022 through June 30, 2023.	CTPA	\$1,067,380.00	10%	1,129	No data reported	In order to be eligible for Transit Support grant program, the transit organization was required to adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 and under by Oct. 1, 2022.	CTPA	\$1,067,380.00	1,129	No data reported

Appendix 2 – Grants awarded through the Tribal Carbon Offset Assistance Grant Program FY2023

Tribe	Amount Awarded
Makah Indian Tribe of the Makah Indian Reservation	\$524,750.00
Squaxin Island Tribe	\$150,000.00
Tulalip Tribes	\$193,750.00
Snoqualmie Indian Tribe	\$691,007.00
Nooksack Indian Tribe	\$50,001.27
Confederated Tribes and Bands of the Yakama Nation	\$443,596.00

Publication information

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²² www.ecology.wa.gov/contact