Sustainability, Equity, & Justice Fund

Grant Application
2022-2023

The SEJF grant application is for all fund requests. Please fill out the application completely, utilizing additional space as appropriate. Supplementary documents may be added in the appendix at the end of the document.

*Note: if you are requesting a large grant (over $35,000) you must first submit a Large Grant Abstract. Abstracts must be reviewed and approved by the Sustainability Engagement Institute Director before a final application can be submitted. Ask a program representative for a copy of the Large Grant Abstract template.

Each grant team is assigned an SEJF project coordinator; this individual will collaborate with the project team and provide feedback and insight on the application. Teams are expected to meet on a regular basis with their SEJF project coordinator.

The research and writing components required for this application take, at minimum, a month to complete. Last-minute requests may not be accepted. For detailed application instructions, please refer to the *SEJF Grant Application Toolkit* or ask your project coordinator.

Submit your completed application by emailing a scanned version (including signatures) to the SEJF Grant Program Coordinator, Zinta Lucans. Applications must be signed by your advisor, all members of the project team, and all stakeholders in order for them to be reviewed. Email: lucansz@wwu.edu.

Application Level: Determine the amount of funding you will require and check or highlight the appropriate category:

	Small Grant: Up to $5,000. Applications of this size will be reviewed by the Sustainability Institute Director. Small grants may be approved, declined, or sent to the SEJF Committee for consideration.
	Medium Grant: Between $5,001 and $35,000. Applications of this size will be reviewed by the Sustainability Institute Director for alignment and completeness and then provided to the SEJF Committee. The committee will review the grant, receive your presentation, and approve or decline the funding request.
x	Large Grant: Over $35,000. To request funding at the level, you must already have submitted and received approval of your grant abstract. Please attach your approved abstract to the end of this application. Applications of this size will be reviewed by the Sustainability Institute Director for alignment and completeness and then provided to the SEJF Committee. The committee will review the grant, receive your presentation, and approve or decline the funding request.

SECTION 1: Project Concept.

a. **Project Title:** Campus Micromobility Counters

b. **Statement of Purpose:** Micromobility can be defined as any transportation using lightweight vehicles such as bicycles, scooters, and other electric or people-powered devices. As transportation has one of the highest impacts on our planet, these devices can help drastically reduce the impact of getting people where they need to go in both direct emissions and the impact of land uses designed for cars. Our aim is to install 3 micromobility counters on major bike routes in an effort to collect data on micromobility ridership. This would allow campus and regional planners, as well as decision makers, to have the data necessary to understand current use patterns and determine how changes over time to programming and infrastructure can affect ridership. Additionally, data from this project would be available to the general public and could be used for educational purposes in planning and data analysis classes at Western and other institutions.

c. **Describe your proposed project in detail:** The project accounts for installing three micromobility counters in total. The team, as well as experts from Eco-Counter, believes that these three locations would provide a complete understanding of total micromobility ridership on campus. The chosen locations collect the majority of riders entering campus from both the north and south. An Eco-Counter Eco-Display Compact would be installed on High Street to the south of Nash Hall show in figure 1. Based on bicycle volume data in the Strava Global Heatmap (figure 2 below), we believe that this location would count the majority of micromobility traffic entering campus from the north. At the south end of campus, we would install two additional counters. These counters would be installed on the Fairhaven trail and outside of the Wade King Recreation Center. These locations are visible in figures 3 and 4 below. These south campus locations were chosen based on Strava's heat maps shown in figure 5 and general bike counts, which showed the highest level of traffic at these locations. The Rec Center Location would have an Eco-Display Classic. We chose this location for the more prominent display as this is the main entrance to campus for most visitors and much of the campus community.

   Displays represent a large percent of the total cost of this project. Displays do not improve the quality of the data but allow the data to be shared with a general audience in an easy-to-understand format. Through the installation of displays, Transportation Services will be able to communicate with the Western community how many people use micromobility devices to get to campus both that day and over longer periods of time, allowing riders to see their impact and encouraging others to participate. As Transportation Services continue to grow their programming, classes, and events around micromobility, these displays will aid in creating a campus culture where micromobility ridership is more widespread by drawing attention to this group.

   This project will be functionally split into two different installation processes. The north campus location is on the City of Bellingham's right-of-way, meaning it would require engineering plans from a contractor and a permit from the city. The team is proposing a partnership with the City of Bellingham Public Works Department; this partnership would alleviate the need for Western Washington University to provide engineering plans as well as go through the permitting process; in return, Western would group all of the City's micromobility counters under a single Eco-Counter account to actively provide micromobility data throughout the City to anyone in one dataset.

   Equipment: The team met with micromobility counter vendors Eco-Counter and MetroCount to find the best counter option for this project. These two companies are the best available providers of micromobility counter technology and have minimal other competition that could provide the technology needed. After getting quotes from both companies and discussing the relative merits of each system with a number of groups using counters including City of Bellingham, City of Seattle, Washington State Department of Transportation, and University of Portland, we came to the conclusion that Eco-Counter offered a system that would better integrate with other state and regional data, have higher accuracy, and longer lifespan. These automated counters will reduce the amount of staff time required for manual counts, which can only be completed, at most, every quarter and only

during peak hours. Installing automated counters provides real-time displays of how many people ride to campus to encourage micromobility usage, capture micromobility outside of peak hours, and provides data for every day of the year. The data collected by the units would be accessible to students and staff through the Eco-Visio display and could be incorporated into the Sustainability Dashboard using an API costing $650 a year. The data will be used for statistical and data analysis projects by classes or for other professional projects.

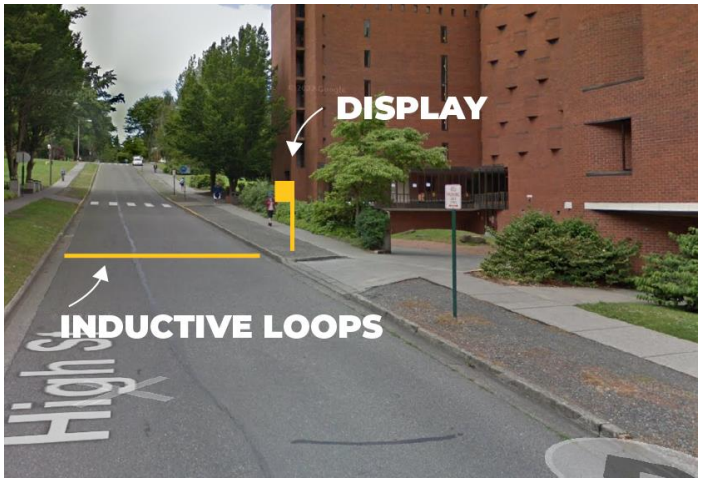


Figure 1: *Image of Nash Hall location with yellow line indicating loop location (Google maps, 2023).*

Figure 2: *Image of Strava heat map with north campus site location outlined in yellow (Strava Metro Data, 2023)*

Figure 3: *Image of Rec Center location with yellow line indicating loop locations (Google Maps, 2023)*

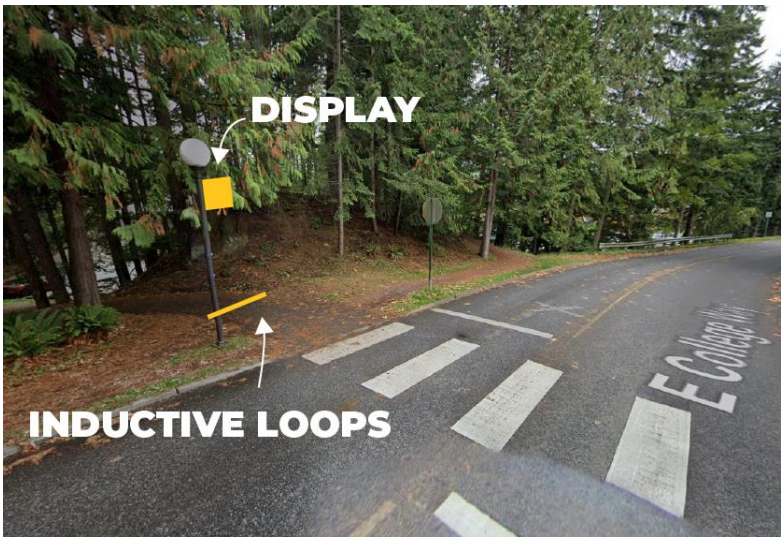


Figure 4: *Image of Fairhaven Trail location with lines indicating loop locations (Google Maps, 2023)*

Figure 5: *Image of Strava heat map with south campus locations circled in yellow (Strava Metro Data, 2023)*

d. Who is the intended audience?

1. Transportation Services, Facilities Management, and Capital Planning and Development
    i. Planning infrastructure such as bike racks, circulation, storage for mobility devices, vehicle parking capacity
    ii. Goal setting and outcomes evaluation to determine how effective programming and infrastructure investments to encourage micromobility ridership.
    iii. Public relations and accountability
2. Students and faculty working on statistic or data analysis projects.
    i. Classes could use data to teach statistics, data science, and data engineering skills.
    ii. Students and faculty studying transportation and mobility could use the data collected (much like this joint project between the university of Portland and university of Texas at Arlington)
3. The Sustainability Engagement Institute
    i. This project would provide valuable data to include on the Transportation Dashboard and would be a great addition alongside the Energy Dashboards.

ii. This project would provide data to make SOV mode shift countable and allow the SEI and Western to determine if we are meeting climate action goals.

4. Future project teams (Ex: students working on other SEJF grants) for project justification, goal setting, and outcomes evaluation.
5. People passing the bike counter display, who will be more aware of the number of non-drivers on campus.
6. Campus police & safety, and events management to predict demand and manage potential conflicts.

e. How does this project directly impact the Western student community? How many students will be affected?

1. This project directly impacts Western students in three ways:
    i. The displays will provide real-time reinforcement of mobility choices and raise awareness of the importance of micromobility devices in Western students' mobility and access to campus. We expect hundreds of students to see these counters every day when Western is in session.
    ii. All three counters are an investment in infrastructure which will support future decision-making by a myriad of school departments including transportation services and ensure efficient use of student and state resources. We expect 1-4 students to be employed ensuring data accuracy.
    iii. Access to data for student research and projects. We expect dozens of students to use data from these counters for class and research projects every year.

SECTION 2: Project Outcomes.

a. What are the goals and desired outcomes of your project?

1. Install three Eco-Counter micromobility counters on the primary bike routes entering campus
2. Collect 15 years of data going to the Ecocounter API using ATF (Active Transport Fee) Funds (including counts at 15-minute intervals and API access) as well as general upkeep of all counters
3. Complete annual counter validation counts based on NACTO guidance on maintaining accurate data systems for micromobility counters per their Making Bikes Count Working Paper.
4. Communicate with WSDOT, City of Bellingham, and the PSU TREC research team to ensure they are aware of the counters and can access the data.
5. If the sustainability dashboard is connected to the Ecocounter API it would Provide near real-time data to Western Washington University Students with automatic updates at 15 minutes intervals.
6. Ensure that students and faculty from Western Washington University are accurately counted in state and city micromobility device counts

b. How will your project positively support the four pillars of sustainability at Western?

1. Create economic vitality: Replacing vehicle trips with bike trips reduces costs both for the rider and for the community. Additionally, vehicle parking on Western's campus requires $1,119,571 in operating expenses and $1,193,951 of parking maintenance and construction expenses annually. This cost is paid for through parking revenue, however, parking revenue is money that students and employees pay to use these facilities, which could be spent on more beneficial goods and services. This also consumes Facilities Management's time, which could be spent differently, and it occupies valuable land, which could be repurposed to better serve the entire Western community.

2. Promote human health: Research has found that people who commute to work on a bike are at lower risk of cancer and cardiovascular disease, and are 40% less likely to die over a five year period. Health benefits of cycling are realized even if the bicycle has electric assist. Commuting by bike has significant impacts outside

of just benefits physical health, as those who bike to work 4 or more days a week had a lower risk of being stressed than those that commuted by bike less than 4 days a week. Shifting to active modes of transportation will directly contribute to the health and wellbeing of Western's community. Commuting by bike has significant impacts outside of just benefits physical health, as those who bike to work 4 or more days a week had a lower risk of being stressed than those that commuted by bike less than 4 days a week. Shifting to active modes of transportation will directly contribute to the health and wellbeing of Western's community.

3. Protect local and global ecology: ICE (Internal Combustion Engine) Vehicle trips are responsible for 30% of carbon emissions in Bellingham. Mode shift to micromobility and pedestrian modes is a central goal in Western's Sustainability Action Plan and the City of Bellingham's Climate Protection Action Plan (chapter 5, section 2) . Shifting to micro modes also dramatically reduces water and noise pollution and reduces required impervious surface area and associated stormwater runoff and heat Island effect which is an ever-increasing issue. Measuring mode share is key in evaluating the success of any initiative toward these goals, and real-time feedback is an important motivator for change. This data can also be used to improve services for micromobility in a targeted way. All these benefits of this asset show how our project will directly benefit the school and communities' goals of becoming more sustainable by reducing car dependency.

4. Uphold social equity: Cycling is one of the cheapest modes of transport for commuting costing about 10 cents a miles, less than a third of what driving costs. This lower cost makes it a great option for those that have lower incomes. With e-bikes increasing in popularity cycling is becoming accessible to a much wider group of people that were unable to bike before because of physical conditions or other barriers. Our project aims to gain data on cycling which could help to make this comparatively cheap and green alternative safer and more accessible to a wider range of students and staff on campus. Capturing count data at 15-minute intervals allows us to look beyond traditional commute trips and estimate intervention impacts on different population sectors.

c. **How will your project positively align with Western's Sustainable Action Plan (SAP)?** Please determine how it advances one or more of the ten SAP chapters. *For information on the SAP, please refer to the Sustainability Engagement Institute's website (sustain@wwu.edu) or ask your program coordinator. The ten SAP chapters are:*

1. **Built Environment**
2. Campus & Community Engagement
3. **Curriculum and Research**
4. Dining Services
5. Grounds
6. Investments
7. Procurement
8. Student Life
9. **Transportation**
10. Waste

Primary chapter of alignment: Transportation
Explanation: This project would provide essential data for Transportation Services. This data will help Western Washington University better understand ridership and can be used to guide projects, making sure that they efficiently use resources and best serve Western Washington Universities community of current and future micromobility users. Understanding mobility patterns will allow us to identify changes in patterns and investigate causes.

Additional chapter(s) of alignment, if applicable: Built Environment
Explanation: This project would provide a visible display showing riders how many people have biked or ridden on main routes to and from campus. This would help to make bike ridership more visible to those entering our campus. The counters will also provide data that can help guide future micromobility infrastructure decisions, making sure the built environment best suites all transport modes' needs. Changes in micromobility infrastructure that increase ridership, which this project will help allow, can also lead to changes in land use in and around Western to allow for parking lots to be converted into more useful buildings that have the potential to be net positive, landscaping, and other solutions less impactful than parking lots. These shifts would help Western meets its goals of becoming more sustainable while also helping the school save money, making sure that infrastructure related decisions are informed by accurate data ensuring that these projects will be useful.

Additional chapter(s) of alignment, if applicable: Curriculum and Research
Explanation: This Project will provide data that can be used for both curriculum and research. The data will be available to anyone on campus through a web interface and an API and can be used for statistical analysis of transportation modes. It can also be used by classes to teach data analysis and presentation. One way in which this could be done is as part of annual ground-truthing counts. This would provide students with on-the-ground data collection experience as well as basic data analysis skills.

d. How will your project address the UN Sustainable Development Goals (SDGs)? *The United Nations has developed seventeen sustainable development goals (SDGs) to transform our world. These goals address the full spectrum of sustainability. When we work locally to transform our community, we are in league with people around the globe striving to create a more just society. The UN's seventeen SDGs are:*

1. No Poverty
2. Zero Hunger
3. Good Health and Well-being
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation, and Infrastructure
10. Reduced Inequality
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace and Justice Strong Institutions
17. Partnerships to Achieve the Goal

Please list and explain the three United Nations' Sustainable Development Goals that your project primarily addresses.

1. Sustainable Cities and Communities: Our Project aims to help make Western and the surrounding area more sustainable. One major source of pollution in the PNW is transportation. Shifting away from cars and other polluting modes of transport towards micromobility will be key in reducing emissions regionally. Our project aims to collect data on micromobility which will be used to help guide decisions on improvements to micromobility infrastructure and determine the effects of those improvements, which helps facilitating mode shift.

2. Climate Action: As described above a large share of emissions in Bellingham and our region as a whole stems from ICE vehicle trips. Shifting modes to micromobility, including bikes, will be a key step in reducing emissions in our region. The bike counters on campus will help Transportation Services, along with other campus groups, to get a better understand of real-world micromobility use and help guide initiatives to increase ridership, reduce emissions, and reduce the need for impermeable surfaces in the form of parking lots which increase heat island effects on campus and in the surrounding area.

3. Good Health and Well-being: Bike ridership has been shown to dramatically improve both mental and physical health. As was mentioned above, people who commute to work on a bike are at lower risk of cancer

and cardiovascular disease, and are 40% less likely to die over a five year period. Our project will help encourage ridership in two key ways, help to improve the health and well-being of those in the Western and surrounding community. Our project aims to encourage ridership by providing a visible metric of the number of riders entering and leaving campus making those using micromobility feel seen and more likely to ride. In addition, the project, and the data it collects will help guide future micromobility decisions helping to make campus a more welcoming place for those biking and rolling, further increasing ridership and the connected health benefits.

e. **How will the success of the project be measured?** Describe the quantitative and/or qualitative sustainability metrics you will use to measure the success of your project. A data collection plan is required for all projects, and all data must be provided to the SEJF Program upon completion of the project.

Metric	Description	How and when will you collect it?
Installation	Counters and displays installed	Two-phases, south campus in Fall 2023 and north campus anticipated Spring 2024
Data collection	Is data being collected by our units	This will be visible through the Eco–counter Website throughout the lifespan of the project
Data accuracy	How accurate is the data being collected	This will be tested through at the least yearly on the ground data checks
Is data accessible?	Can anyone from the campus or broader community access the data	Every month we will make sure that the Eco-counter website is still providing access to the community
Is the data being used?	The goal is to have this data be used for transportation related projects	Transportation Services will compile a list of projects that used the data yearly in our annual report.

SECTION 3: Project Participants.

Team Information: A team should consist of two to five individuals, including the team advisor.

Project Advisor (Faculty or Staff) Student proposals must include a staff or faculty advisor. The role of the advisor is to assist and guide the team during the development, implementation, and post-implementation stages of the proposal process.

Project Lead: There must be at least one team lead designated for the project. This individual is expected to serve as the communication liaison for the project.

Financial Agent: The project must have someone with budget authority to manage funds for all purchases. Should funds require transfer, this individual will have to provide a FAST Index and Activity Code to the SEJF Manager.

Program Coordinator: A member of the SEJF team will serve as the primary contact for the program and committee.

Name	**Department/School:** ***Students provide major/minor***	**Position: Faculty/staff/student;** ***Students provide expected graduation quarter/year***	**Western email address**	**Signature to verify agreement**
Team Advisor: Beth Hartsoch	Office of Institutional Effectiveness	Staff	Beth.Hartsoch@wwu.edu	Elizabeth Hartsoch
Team Advisor: Steve Hollenhorst	ENVS/UEPP, Facilities Operations	Faculty	hollens@wwu.edu	
Team Lead: James Detke	Transportation Services UPSD, GIS Cert., Sustainable Design	Active Transport Coordinator; Student graduating June 2023	atc@wwu.edu	James Detke
Team Member: Seb Genge	Associated Student Government Business and Sustainability	AS VP for Sustainability Graduating June 2023	as.vp.sustainability@wwu.edu	Seb Genge
Team Lead starting June 10th: Malcolm Duncan-Graves	Transportation Services	Active Transport Coordinator; Student graduating in 2024	Duncanm5@wwu.edu or atc@wwu.edu beginning June 10th	Malcolm Duncan-Graves

Financial Agent: Andrea Reiter	Transportation Services	Commute Options Program Manager	reitera@wwu.edu	Andrea Reiter
For fund transfers *FAST Index:* *Activity Code:*	FXSSTR *Andrea Reiter will provide this information upon approval of the grant proposal.*			
Program Coordinator:	Zinta Lucans			

SECTION 4: Project Timeline.

a. **Describe how your project will progress, both before and after the approval of your proposal. Outline all tasks that are required to complete the project, including all the means in which you will promote the project on campus, in the table below. Insert additional rows, as necessary.**

Action	Purpose	Initiation	Completion
South Campus Locations			
Finalize installation costs, procedures with facilities	Assure cost estimates from the City of Bellingham and facilities represent true costs of installation with project details finalized	March 2023	Jun 16, 2023
Contact Eco-Counter with exact specifications of chosen sites and desired technology for final estimate	Finalize what will be installed where and get a final cost estimate to allow the contract to move forward.	June 12, 2023	June 19, 2023
Create and Sign Contract with Eco-counter	Transportation Services would sign a contract with Eco-Counter based on the estimate. This contract could be for all three counters if Eco-Counter will allow two separate purchases.	June 8, 2023	July 14, 2023
Finalize display design	Determine specifics of displays with Eco-Counter, design displays, get design approved by Lisa Brennan, and submit final designs to Eco-Counter. This is for all three locations.	June 8, 2023	June 23, 2023
Purchase all materials	Have south campus materials made and shipped to Western. The timeline for Eco-Counter at this point will change the timeline moving forward.	July 17, 2023	July 17, 2023

Organize install with WWU facilities	Make sure that facilities have all necessary tools and make sure Eco-counter will be present	June 16, 2023	Oct 11, 2023
Install counters	The Facilities department would handle installation and will be assisted by Eco-counter	Oct 11, 2023	Oct 13, 2023
Assure counters are functioning correctly	Work with Eco-counter installation facilitators to make sure that units are fully functional. Complete preliminary counter validation and apply correction factor if needed.	Oct 13, 2023	Oct 15, 2023
Promote the system campus wide	Create digital and print poster campaign to raise awareness about the project and the counters	Oct 2,2023	Oct 31, 2023 – ongoing
North Campus Location			
Meet with Eric Johnston, Public Works Director, and begin work on partnership	This is an essential step to successfully installing the north campus location with minimal costs. This will allow the team to determine if the installation can involve the City or if they will need to move forward with permitting and a contractor.	June 8, 2023	June 16, 2023
Purchase all materials	Have North campus materials made and shipped to Western. The timeline for Eco-Counter at this point will change the timeline moving forward.	*July 17, 2023	*July 17, 2023
Organize install with City and WWU	Make sure that facilities have all necessary tools and make sure Eco-counter will be present or virtually present	*June 16, 2023	*Oct 11, 2023
Install counters	The City's Public Works would handle installation and will be assisted by Eco-Counter	*Oct 11, 2023	*Oct 13, 2023
Assure counters are functioning correctly	Work with Eco-counter installation facilitators to make sure that units are fully functional. Complete preliminary counter validation and apply correction factor if needed.	*Oct 13, 2023	*Oct 15, 2023

* Dates with north campus installation subject to notable changes.

b. When is the planned project completion date?

South Campus locations - Fall 2023. North Campus location to be determined, based on support and/or collaboration with the City.

c. When will final metrics and a final report be submitted to the SEJF Program? *This should be completed no later than one month after the project completion date.*

As this project's goal is to collect metrics, metrics will be ongoing. Final metrics and a final report will be submitted one month after project completion. Winter 2023

SECTION 5: Project Stakeholders.

a. **Does your project involve labor/participation or require permission from organizations, departments, or individuals on campus? Who will be impacted if this proposal is implemented? All stakeholders must provide a signature of approval for this project.**

Stakeholder Name	University Department and Position	Involvement in Project	Stakeholder signature of approval
Amanda Cambre	Facilities Management, Director of Energy & Sustainability	Facilities Management will be responsible for project installation and maintenance. Amanda will aid us in communicating with FM and is one of the employees the team is in contact with.	x
Rick Benner	University Architect and Senior Director	Gave go ahead to approve project feasibility	x
Forrest Payne	Project manager/University Planner	Gave go ahead to approve project feasibility	
AS Transportation Advisory Committee	Associated Students	Approved funding of up to $4,910 per year over the 15 years following installation for ongoing data transmission and hosting costs and maintenance costs.	James Detke, Committee Chair
Andrea Reiter	Transportation Services, Commute Options Program Manager	Financial agent and will aid in managing the project and the data provided by the counters.	Andrea Reiter
City of Bellingham	N/A	Use the data provided by the counters, evaluate High Street permit application	N/A (external to WWU)
Washington State Department of Transportation	N/A	Use the data provided by the counters	N/A (external to WWU)

b. **Who will be the project owner upon completion of the project? Which individual/office/department will take over the project? This owner should also be listed as a stakeholder**

Transportation Services will take over the project once completed and make sure that upkeep and data checks are done on a regular basis.

c. Does your project propose a temporary or permanent facility or property modification?

This project does propose a permanent facility modification with a life span of at least 15 years.

If so, is a Project Owner Form attached to the appendix of this application? ***Please ask your project coordinator for this form.***

Yes, it is attached.

SECTION 6: Project Budget.

Provide an itemized list of the budget items required for this project. Include equipment, construction costs, publicity, labor, and any other costs. Include funding amounts from other sources that will impact project cost. The SEJF Program encourages the identification of additional funding sources to augment SEJF funds, and failure to secure such support may prevent approval of an application. List pending, approved, and denied applications for funding from other sources, along with amounts requested from those sources.

Budget item	Cost per Item	Quantity	Cost
Materials-Eco-Display Classic	$29,385	1	$29,385
Materials-Eco-Display Compact	$9,900	2	$19,800
Shipping Cost	$3,000	1	$3,000
Installation Assistance	$8,000	1	$8,000
Location 1 Installation, Facilities	$8,000 estimated	1	$8,000
Location 2 Installation, Facilities	$5,000 estimated	1	$5,000
*Location 3 Installation, Facilities or City of Bellingham	$6,000 estimated	1	$6,000
*Location 3 Contractor for Engineering Plans	$10,000 estimated	1	$10,000
*Location 3 Permitting Costs	$10,000 estimated	1	$10,000
		Total project budget	$99,185

* Location 3 installation costs may be significantly minimized as team works with City of Bellingham Public Works. Contractor and permitting costs estimated by Forest Payne and subject to change, as they would require full project funding before moving forward.

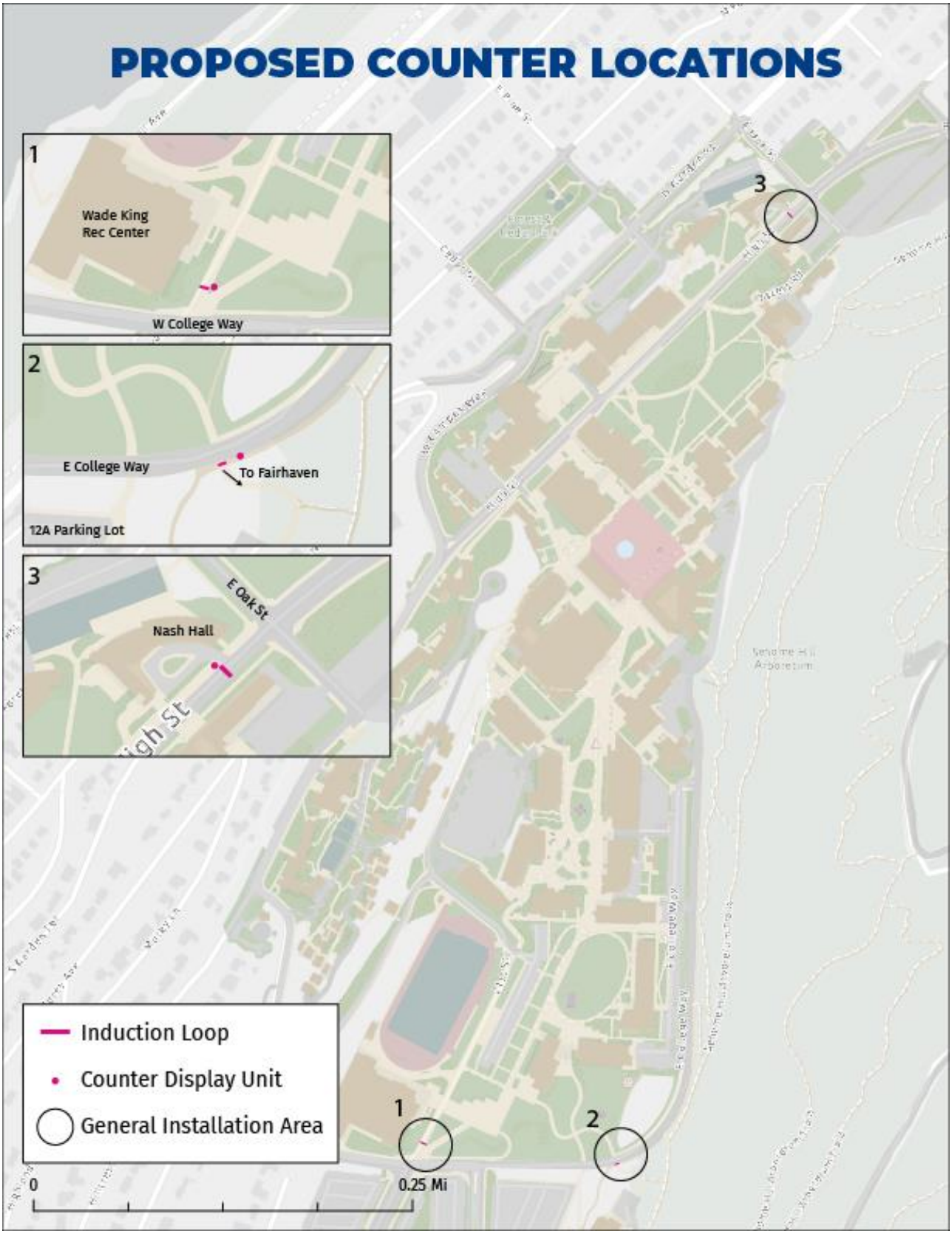
Additional funding source(s), if applicable	Status	Amount
Active Transportation Fee	Approved	$73,650 over 15 years
	Total of all other funding sources	$73,650 for ongoing costs
	Total requested funds from SEJF	$99,185

If the project is implemented, will there be any ongoing replacement, operational, maintenance or renewal costs? If yes, has a source of funds been identified to cover those costs? This must be communicated to the appropriate stakeholder.

Ongoing cost	Amount/year	Responsible Stakeholder	Signature
Maintenance	$3000/year	Transportation Services, Active Transportation Fee	James Detke, ASTAC Committee Chair, cost approved by committee vote 5/23/2023
Data upload cost	$1260/year	Transportation Services, Active Transportation Fee	James Detke, ASTAC Committee Chair
API Cost	$650/year	Transportation Services, Active Transportation Fee	James Detke, ASTAC Committee Chair
Total	$73,650 Allocated for 15 years		

SECTION 6: Appendices.

Provide any additional documents, references, or information here. For large grants, attach the approved abstract in its entirety at the end of this document. When possible, provide documents rather than URLs.



GRANT APPLICATION
PROPOSAL REVIEW PROCESS

Please arrange a meeting with Zinta Lucans, SEJF Program Coordinator for the Sustainability Engagement Institute, to review your drafted proposal. Once your project proposal is complete, sign and deliver it via email to: lucansz@wwu.edu.

Completed medium and large grants applications are presented to the SEJF Committee for consideration. The SEJF Program Coordinator will provide you with dates and information for your presentation once your application is complete and submitted.

Zinta Lucans
SEJF Program Coordinator, Sustainability Engagement Institute, Western Washington University

Signature: _____Zinta Lucans_____ Date: ___05/30/2023_

This signature confirms that the application has been accepted for SEJF committee review; it does not indicate funding approval.

Grace Wang
Director, Sustainability Engagement Institute, Western Washington University

Signature: _____ Date: _____

This signature confirms that the application has been accepted for SEJF committee review; it does not indicate funding approval.