
HOUSE BILL 1793

State of Washington

61st Legislature

2009 Regular Session

By Representatives Williams, Goodman, Nelson, White, Pedersen,
Roberts, Upthegrove, and Eddy

1 AN ACT Relating to alternative student transportation; amending RCW
2 47.30.050; and adding new sections to chapter 47.04 RCW.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 **Sec. 1.** RCW 47.30.050 and 1999 c 269 s 11 are each amended to read
5 as follows:

6 (1) The amount expended by a city, town, or county as authorized by
7 RCW 47.30.030 shall never in any one fiscal year be less than 0.42
8 percent of the total amount of funds received from the motor vehicle
9 fund according to RCW 46.68.090. However, this section does not apply
10 to a city or town in any year in which the 0.42 percent equals five
11 hundred dollars or less, or to a county in any year in which the 0.42
12 percent equals three thousand dollars or less. Also, a city, town, or
13 county in lieu of expending the funds each year may credit the funds to
14 a financial reserve or special fund, to be held for not more than ten
15 years, and to be expended for the purposes required or permitted by RCW
16 47.30.030.

17 (2) In each fiscal year the department of transportation shall
18 expend, as a minimum, for the purposes mentioned in RCW 47.30.030 a sum
19 equal to (~~three tenths of~~) one percent of all funds, both state and

1 federal, expended for the construction of state highways in such year,
2 or in order to more efficiently program trail improvements the
3 department may defer any part of such minimum trail or path
4 expenditures for a fiscal year for a period not to exceed four years
5 after the end of such fiscal year. Any fiscal year in which the
6 department expends for trail or path purposes more than the minimum sum
7 required by this subsection, the amount of such excess expenditure
8 shall constitute a credit which may be carried forward and applied to
9 the minimum trail and path expenditure requirements for any of the
10 ensuing four fiscal years.

11 (3) The department of transportation, a city, or a county in
12 computing the amount expended for trails or paths under their
13 respective jurisdictions may include the cost of improvements
14 consistent with a comprehensive plan or master plan for bicycle trails
15 or paths adopted by a state or local governmental authority either
16 prior to such construction or prior to January 1, 1980.

17 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04 RCW
18 to read as follows:

19 (1) Concurrent with P.L. 109-59, a safe routes to school program is
20 established within the department. The purposes of the program must be
21 to:

22 (a) Enable and encourage children, including those with
23 disabilities, to walk and bicycle to school;

24 (b) Make bicycling and walking to school a safer and more appealing
25 transportation alternative, encouraging a healthy and active lifestyle
26 from an early age; and

27 (c) Facilitate the planning, development, and implementation of
28 projects and activities that will improve safety and reduce traffic,
29 fuel consumption, and air pollution in the vicinity of schools.

30 (2) Each fiscal year at least twenty-five percent of the expended
31 funds designated under RCW 47.30.050(2) must supplement federal funds
32 contributed to the safe routes to school program.

33 (3) In addition to existing federal funds available from the motor
34 vehicle account for the safe routes to school program, funding to
35 expand the program must be drawn equally from the multimodal
36 transportation account and the transportation partnership account. An

1 expansion of funds under this section must not supplant current state
2 investments in the safe routes to school program or other alternative
3 transportation programs.

4 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.04 RCW
5 to read as follows:

6 (1) The department shall administer a competitive grant program for
7 the safe routes to school program established under section 2 of this
8 act. The following guidelines apply for the grant program:

9 (a)(i) The grant application process must include questions that
10 assess the possible eligibility of a disadvantaged school. Primary
11 variables that may define a disadvantaged school include:

12 (A) Exceeds the state median in the school's proportion of free and
13 reduced-price meals;

14 (B) Falls below the state median in the school's student scores on
15 the Washington assessment of student learning; or

16 (C) Past history of traffic collisions in and around the school's
17 area.

18 (ii) Grants awarded to disadvantaged schools must constitute at
19 least fifty percent of the number of grants awarded.

20 (b) The department shall use grant funds to award noninfrastructure
21 grants, which emphasize education, encouragement, and enforcement
22 efforts, only if the grant applicant can establish that the current
23 engineered infrastructure of the school provides adequate safe walking
24 and biking routes within the relevant school walk boundary.
25 Noninfrastructure grants awarded must constitute at least twenty-five
26 percent of the amount of grants awarded.

27 (c) The grant application process must include questions that
28 assess the strength of the relationships between schools, school
29 districts, and corresponding municipalities.

30 (d) The department, in consultation with the statewide advisory
31 committee established in subsection (2) of this section, must attempt
32 to make the grant application process as streamlined as possible.

33 (2) A statewide advisory committee is created within the department
34 to create and refine grant criteria and review and recommend grant
35 applications to the department for the grant program. Committee
36 membership should include, but not be limited to:

37 (a) The department;

- 1 (b) The department of health;
- 2 (c) Local public health jurisdictions;
- 3 (d) The office of the superintendent of public instruction;
- 4 (e) The traffic safety commission;
- 5 (f) The state parent teacher association;
- 6 (g) Metropolitan planning organizations, such as the Puget Sound
- 7 regional council;
- 8 (h) City or county public works or transportation entities;
- 9 (i) Transportation advocacy groups;
- 10 (j) Public health advocacy groups; and
- 11 (k) Community residents.

12 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.04 RCW
13 to read as follows:

14 (1) The department shall fund an ongoing state center to provide
15 information, resources, outreach, training, and program evaluation
16 support to grantees awarded grants under the grant program described in
17 section 3 of this act. The department shall contract with a nonprofit
18 or a consortium of nonprofits that demonstrate an expertise in
19 alternative transportation programs and policies, including
20 implementation of the safe routes to school program.

21 (2) The department shall coordinate evaluation methods and findings
22 with those of the national center for safe routes to school in order to
23 standardize program evaluation, measure Washington's progress to that
24 of other states, and learn from safe routes to school programs across
25 the country. Current measurement criteria from the national center for
26 safe routes to school include:

- 27 (a) Number of children who walk and bike to school;
- 28 (b) Number of children bused to school;
- 29 (c) Reduced number of car trips to and from school;
- 30 (d) Awareness of the program; and
- 31 (e) Parent acceptance/attitude towards biking and walking.

32 (3) Additional indicators that the department may compile and
33 report upon include:

- 34 (a) Personal health - general levels of physical activity, body
35 weight;
- 36 (b) Traffic safety - vehicular crashes, number of traffic calming

1 or other pedestrian-oriented traffic safety measures installed, number
2 of miles of sidewalks and bike paths installed;

3 (c) Environmental health - reduced congestion and pollution,
4 emissions levels and asthma rates;

5 (d) Student achievement - absenteeism, tardiness, grades, test
6 scores; and

7 (e) Community aspects - leveraged funds from other sources, parent
8 attitudes toward yellow school bus transportation, public transit to
9 school, and driving.

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