

## HB 3230 STAFF MEASURE SUMMARY

### House Committee On Transportation Policy

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**Action Date:** 04/12/17

**Action:** Do pass and be referred to Ways and Means by prior reference

**Vote:** 8-1-0-0

**Yeas:** 8 - Evans, McKeown, McLain, Meek, Noble, Vial, Wilson, Witt

**Nays:** 1 - Barreto

**Fiscal:** Fiscal impact issued

**Revenue:** No revenue impact

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#### WHAT THE MEASURE DOES:

Appropriates \$12 million from the General Fund to the Department of Transportation for Safe Routes to Schools (SRTS) Fund and requires Department to develop methodology to distribute a proportional share to school applicants that are considered high poverty under federal education law. Requires preapplication meeting with such schools and Department to develop materials about federal funding for safety project. Directs the Department to expend \$20 million from the State Highway Fund for SRTS infrastructure projects, with priority for projects within one mile of schools that are considered high poverty under federal education law. Requires the Department to submit biennial report to the Legislative Assembly on progress and funding of SRTS programs. Declares an emergency, effective July 1, 2017.

#### ISSUES DISCUSSED:

- Importance of the one-mile radius around schools
- Ability to provide students access to transit
- Need of safe routes for schools with a high percentage of students eligible for free meals
- \$500,000 currently provided by the Department of Transportation for the SRTS program

#### EFFECT OF AMENDMENT:

No amendment.

#### BACKGROUND:

House Bill 3712 (2001) directed local public agencies to reduce barriers for pedestrian and bicycle access to schools. From 2005 to 2012, the Safe Routes to Schools (SRTS) program was federally funded to support infrastructure improvements and educational programming to make it safer for children to bike and walk to school. In 2012, Congress passed a new transportation bill, MAP-21 (Moving Ahead for Progress in the 21st Century), that made substantive changes to funding for bicycling, walking, and SRTS projects. Under the new law, SRTS has to compete with other interests for available funding. In 2015, Congress passed a five-year transportation bill that continued funding for SRTS with the same requirements as MAP-21.

The goals of an SRTS non-infrastructure program are to increase the ability and opportunity for children K-8 to walk, roll and bike safely to and from school; promote a culture of walking and bicycling to and from school and encourage a healthy and active lifestyle; and facilitate the planning, development and implementation of projects for non-infrastructure activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of the school.