

**Second Regular Session
Sixty-ninth General Assembly
STATE OF COLORADO**

PREAMENDED

*This Unofficial Version Includes Committee
Amendments Not Yet Adopted on Second Reading*

LLS NO. 14-0890.01 Jerry Barry x4341

HOUSE BILL 14-1301

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A BILL FOR AN ACT

101 **CONCERNING THE SAFE ROUTES TO SCHOOL PROGRAM, AND, IN**
102 **CONNECTION THEREWITH, MAKING AN APPROPRIATION.**

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://www.leg.state.co.us/bills summaries>.)

Under current law, the Colorado department of transportation administers the safe routes to school program (program). The program distributes federal moneys to local governments and schools for projects to improve safety for pedestrians and bicyclists in school areas. Beginning in state fiscal year 2014-15, the Colorado department of transportation

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.
*Capital letters indicate new material to be added to existing statute.
Dashes through the words indicate deletions from existing statute.*

will receive no federal moneys for the safe routes to school grant programs. The bill authorizes the appropriation of state moneys to the program and requires that at least 20% but not more than 30% of the state moneys be used for noninfrastructure projects.

The bill appropriates \$3 million of general fund moneys for the program.

1 *Be it enacted by the General Assembly of the State of Colorado:*

2 **SECTION 1. Legislative declaration.** (1) The general assembly
3 hereby finds and declares that:

4 (a) Colorado is experiencing an obesity epidemic with more than
5 20% of adults and 15% of children who are obese;

6 (b) Colorado's safe routes to school program has reached over 500
7 schools around the state, helping rural, suburban, and urban schools
8 through support to local governments, school districts, and police
9 departments for both local infrastructure and local education, information,
10 and training programs for students, parents, local law enforcement, and
11 the community;

12 (c) The Colorado safe routes to school program produced
13 unmatched success in getting more children physically active by biking
14 and walking to school with some Colorado schools reporting as much as
15 a 31% increase;

16 (d) Ninety-six percent of Colorado schools participating in the
17 safe routes to school program report an increase in the number of students
18 biking and walking;

19 (e) Colorado's safe routes to school program is recognized as a top
20 program in the nation since Colorado is the first state to distribute federal
21 funds to local communities, and a Colorado school has received the
22 highest national safe routes award two out of six years;

1 (f) Program projects have improved and will continue to improve
2 public safety in rural, suburban, and urban communities for all ages of
3 pedestrians, cyclists, disabled persons using wheelchairs, and motorists
4 through improved infrastructure and community-wide education;

5 (g) For every dollar invested in building walking and biking trails,
6 nearly \$3 in medical cost savings may be achieved;

7 (h) Linking different parts of communities with trails and
8 walkways enables community integration, more efficient land use, lower
9 traffic congestion, better quality of life, and increased property values;

10 (i) An average of 18 cents out of every dollar spent by households
11 goes to transportation costs. Giving families access to safe biking and
12 walking routes frees up money for food, housing, and health costs.

13 (j) Twenty-five percent of Colorado morning traffic congestion
14 results from driving students to school, contributing to poor air quality
15 around schools and increased rates of childhood obesity;

16 (k) Including the needs of people walking and biking is a critical
17 piece to achieving the department of transportation's mission to provide
18 the best multi-modal transportation system for Colorado that most
19 effectively and safely moves people, goods, and information;

20 (l) Giving people in Colorado the choice to transport themselves
21 to school, jobs, and businesses by the mode of their choice expands
22 personal freedom; ■

23 (m) Due to 2012 changes in the federal transportation
24 authorization, there will be no federal funds available for Colorado safe
25 routes to school programs starting in state fiscal year 2014-15; and

26 (n) The safe routes to school program's scoring method has shown
27 that project application from all areas of the state score strongly so

1 moneys will be distributed statewide to help children in rural, suburban,
2 and urban areas.

3 (2) The general assembly therefore finds that it is appropriate and
4 necessary to include the needs of people choosing to walk and bike in
5 state transportation priorities and provide a safe routes to school program
6 in Colorado.

7 **SECTION 2.** In Colorado Revised Statutes, 43-1-1601, **amend**
8 **(1); repeal (3) (g); and add (3) (g.5) and (3.5)** as follows:

9 **43-1-1601. Safe routes to school program.** (1) The commission
10 shall establish and the department shall administer a safe routes to school
11 program to distribute federal funds MONEYS received by the state OR
12 STATE MONEYS to political subdivisions of the state for projects to
13 improve safety for pedestrians and bicyclists in school areas.

14 (3) Grants shall be awarded under the safe routes to school
15 program based on:

16 (g) ~~The goal of funding projects throughout the state in proportion~~
17 ~~to the geographic distribution of the student population; and~~

18 (g.5) CONSIDERATION FOR IMPLEMENTATION OF SAFE ROUTES TO
19 SCHOOLS IN COMMUNITIES WITH SCHOOLS HAVING GREATER THAN FIFTY
20 PERCENT OF THE STUDENTS ELIGIBLE FOR FREE OR REDUCED-PRICED
21 LUNCH PURSUANT TO THE PROVISIONS OF THE FEDERAL "NATIONAL
22 SCHOOL LUNCH ACT", 42 U.S.C. SEC. 1751 ET SEQ.; AND

23 (3.5) OF THE GRANTS AWARDED USING STATE MONEYS, AT LEAST
24 TWENTY PERCENT BUT NOT MORE THAN THIRTY PERCENT OF THE MONEYS
25 MUST BE AWARDED FOR GRANTS FOR NONINFRASTRUCTURE PROGRAMS.

26 **SECTION 3. Appropriation.** In addition to any other
27 appropriation, there is hereby appropriated, out of any moneys in the

1 general fund not otherwise appropriated, to the department of
2 transportation, for the fiscal year beginning July 1, 2014, the sum of
3 \$3,000,000, or so much thereof as may be necessary, related to the
4 implementation of this act.

5 **SECTION 4. Safety clause.** The general assembly hereby finds,
6 determines, and declares that this act is necessary for the immediate
7 preservation of the public peace, health, and safety.