

**STATE AND LOCAL
FISCAL IMPACT**

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Prime Sponsor(s): Rep. Tyler; Mitsch Bush **Bill Status:** House Transportation & Energy
 Sen. Todd **Fiscal Analyst:** Erin Reynolds (303-866-4146)

BILL TOPIC: FUND SAFE ROUTES TO SCHOOL PROGRAM

Fiscal Impact Summary*	FY 2015-2016	FY 2016-2017
State Revenue		
State Expenditures General Fund	\$3.0 million \$3.0 million	
FTE Position Change		
Appropriation Required: \$3.0 million - Department of Transportation (FY 2015-16)		

* This summary shows changes from current law under the bill for each fiscal year.

Summary of Legislation

This bill, **recommended by the Transportation Legislation Review Committee**, requires the Colorado Department of Transportation (CDOT) to continue its administration of the Safe Routes to School program (SRTS), which awards grants to state subdivisions for projects that improve the safety of pedestrians and bicyclists in school areas. The CDOT is required to award at least \$3.0 million in SRTS grants during FY 2015-16 using state moneys. Should federal funding become available for SRTS, the \$3.0 million in state moneys will be reduced by the amount of federal funding received. Under current law, the CDOT is required to award between 20 to 30 percent of state grant money for noninfrastructure projects.

Background

The CDOT currently administers SRTS program. The program was initially designed and funded at the federal level to encourage more kindergarten through grade 8 students to walk and bike to school. SRTS was established in Colorado through the passage of House Bill 04-1309, and received an average of about \$2.0 million annually in federal funding through FY 2013-14. However, after the passage of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which moved SRTS to the Transportation Alternatives Program at a reduced funding level, the state Transportation Commission decided to eliminate the dedicated funding stream for SRTS beginning in FY 2014-15. House Bill 14-1301 appropriated \$700,000 General Fund to the CDOT in FY 2014-15 for the continuation of SRTS, but limited grants to noninfrastructure projects. The department employs the Safe Routes to School Advisory Committee — which includes educators, parents, bicyclists, pedestrians, law enforcement, and transportation planners — to award grants to school districts, schools, cities, counties, state entities and tribal entities. Nonprofits that partner with a state subdivision may also apply for funding.

State Expenditures

In FY 2015-16, this bill increases state General Fund expenditures to the CDOT by \$3.0 million for SRTS grant awards. This amount will be reduced to the extent that Federal Funds are available. The CDOT will track grant awards to ensure that funds are being allocated to the SRTS; however, this effort does not require new staff resources or appropriations.

Local Government Impact

This bill provides funding for grants to local governments for infrastructure and noninfrastructure programs that improve the safety of pedestrians and bicyclists in school areas. Infrastructure grants construct sidewalks, blinking lights, crosswalks, intersection reconfigurations, and other similar projects in school areas. Historically, infrastructure grant award amounts range from a minimum of \$50,000 to a maximum of \$300,000 per grant, and average about \$189,000 per grant. Noninfrastructure grants support education, encouragement, and enforcement programs like bike rodeos, crossing guard programs, and public awareness campaigns. Noninfrastructure grants have a minimum award amount of \$3,500 per grant and no maximum award amount, and average about \$40,000 per grant.

Effective Date

The bill takes effect July 1, 2015.

State Appropriations

For FY 2015-16, the CDOT requires an appropriation of \$3.0 million General Fund.

State and Local Government Contacts

Cities and Counties Education Local Affairs Transportation