



SCHOOL-BASED BICYCLE SAFETY EDUCATION PROGRAM

2023-2025 Legislative Report: Program Start-Up

Active Transportation Division
Dec. 1, 2022

Contents

Executive summary..... 2

About this report..... 3

Program background..... 3

Implementation approach..... 4

CBC investment 6

Environmental Justice Council engagement..... 6

Appendix A: Sample priority districts 7

Appendix B: Program benefits to overburdened communities and vulnerable populations10

Executive summary

The Statewide School-Based Bicycle Safety Education Program, created as part of Move Ahead Washington (MAW) ([ESSB 5974, Sec. 419](#)), includes two programs: One for elementary and middle school students (grades 3-8) to be implemented in school and another for middle and high school aged youth (grades 6-12) to be implemented out of school or after school. The purpose is “to develop students’ skills and street safety knowledge to be more confident bicyclists for transportation and/or recreation” ([ESSB 5974, Sec. 419\(1\)](#)).

WSDOT recommends a funding level of \$16.8 million in the 2023-2025 biennium for this program. This level of funding will support development, delivery, and oversight of the curriculum, outreach, equipment, and grants administration for elementary school programs in five large school districts and up to nine ESDs serving 25,500 students; junior high/high school programs partnering with 10 community-based organizations each serving at least 30 youth; and an “Earn-a-Bike” program.

The legislation provides a list of criteria that must be considered in selecting schools and partner organizations. These include demographic characteristics, safety data for pedestrians and bicyclists, identified needs in the community, and environmental health disparities.

For program delivery the legislation directed the Washington State Department of Transportation (WSDOT) to contract with a nonprofit that has a statewide mission and experience in school-based bicycle safety education and a train-the-trainer model. WSDOT selected Cascade Bicycle Club (CBC) as the only nonprofit meeting criteria established in the legislation. CBC will work collaboratively and in partnership with school districts, Educational Service Districts, and community-based organizations. CBC will provide selected districts and organizations with funding to purchase a fleet of bicycles, educational curricula, materials, equipment, guidance and consultation, and instructor/volunteer training.

No start-up funding was identified in MAW for program development to underpin this initial report. WSDOT identified unused Safe Routes to School funding, confirmed that analysis for start-up of this educational program was an appropriate use of those funds, and worked with CBC to prepare the report, with further detail to be reported to the Legislature in future years after funds are appropriated to operate the program.

This report provides steps being taken to identify the locations where the programs will begin. This includes the logistics of determining how schools and communities will be prioritized for participation based on direction in the legislation. Given the newness of the program, readiness to implement will be a primary selection factor in this first biennium. This report also outlines the steps for implementation and provides a sample list of those school districts and Educational Service Districts (ESD) that will be approached first. If a given district or ESD is not able to participate in Year One then others will be approached, with each annual report identifying specific districts served.

The goal for the entire 16-year period is to ultimately serve 90% of grade 3-8 students in the state, and at least 10,000 youth in the state with the grades 6-12 program.

Future reports will identify characteristics of participating school districts and Educational Service Districts and other information as appropriate to demonstrate how the new program is fulfilling requirements for programs funded with revenue from the Climate Commitment Act.

About this report

Each year beginning in 2022, WSDOT will submit a report to the Legislature about the School-Based Bicycle Safety Education Program. This report on program start-up includes:

- An overview of the programs.
- A description of how this initial report has been developed.
- A sample list of school districts and Educational Service Districts that will be contacted for potential partnerships, with demographic information on students in those districts
- WSDOT's approach to implementation of requirements for funds to be appropriated from the Climate Active Transportation Account ([ESSB 5974](#), Sec. 102(1)).

Program background

In 2022, the legislature passed the Move Ahead Washington package, addressing transportation resources over a 16-year period. The legislation directed WSDOT to create a Statewide School-Based Bicycle Safety Education Program and identified funding of \$216 million for the program over the next 16 years, with initial funds available beginning July 1, 2023. The intent of the legislation is to develop students' skills and street safety knowledge to be more confident bicyclists for transportation and/or recreation. It is also intended to provide an opportunity for youth and families participating in the program to receive a bike, lock, helmet, and lights.

Two types of programs are addressed in the legislation: An in-school program for elementary and middle school students (grades 3-8) and one for junior high and high school aged youth (grades 6-12) to be implemented out of school or after school. The grades 3-8 program focuses largely on learning to ride and bicycle safety, while the grades 6-12 program focuses on higher level skills.

Move Ahead Washington directed WSDOT to contract with a statewide nonprofit meeting specific criteria to deliver the elementary/middle and junior high/high school programs. It also required WSDOT to submit a report to the legislature by Dec. 1 "identifying the selected programs and school districts for funding by the legislature".

The legislation did not identify funding for program start-up costs to prepare the first report. In order to lay the groundwork needed to begin the program in the summer of 2023 WSDOT utilized unused funding from the Safe Routes to School program. WSDOT completed sole-source contractor requirements and entered into a contract with Cascade Bicycle Club to prepare a brief report for program launch. A more detailed report will be prepared and submitted by Dec. 1, 2023, following appropriation of program funding in the 2023 legislation session.

Implementation approach

Move Ahead Washington includes \$216 million for the School-Based Bicycle Safety Education Program over a 16-year period from 2023 to 2039 ([SSB 5975, Sec. 2](#), and [LEAP Transportation Document 2022-A](#)). Funding is subject to legislative approval each biennium. Based on the direction in the legislation, WSDOT has contracted with Cascade Bicycle Club (CBC) to design and administer the program.

CBC is uniquely qualified for this role. They have relevant reach and experience that meets the requirements specified in [ESSB 5974, Sec. 419](#), including a statewide footprint and demonstrable experience deploying bicycle and road safety education curriculum using a train the trainer model in schools and in afterschool programs. The two programs will be based largely on CBC's existing and successful bike education programs ("Let's Go" for elementary students, "Let's Go Further" for middle school students, and "Major Taylor Project" for middle and high school age youth). Cascade Bicycle Club is the nation's largest statewide bicycling nonprofit, serving bike riders of all ages, races, genders, income levels, and abilities throughout the state of Washington. CBC has a long history of teaching bike safety and the joys of bicycling. The current contract between WSDOT and CBC is from October 2022 to June 2023, with the intent to extend the contract throughout the additional 16-year program period once the legislature has appropriated funding.

To implement the programs, CBC will work collaboratively and in partnership with school districts, Educational Service Districts, and community-based organizations. Most of the Statewide Bicycle Safety Education Program funding will be distributed to these partners through a funding award process designed and implemented by CBC and approved by WSDOT. The expectation is that funding awards to partners will be for three-year periods, subject to successful implementation annually. Subsequent funding awards to school districts, Educational Service District and community-based organizations would be subject to an application renewal. Awardees will receive funding to purchase a fleet of bicycles, the appropriate educational curriculums, materials, equipment, guidance and consultation, and instructor/volunteer training from CBC.

Funding awards for the grades 3-8 program will be made to large school districts (those with 6,000 or more students in grades 3 through 8) for implementation in schools and to Educational Service Districts (ESDs) for implementation in small to medium size school districts. Selection of districts and schools will consider criteria indicated in the legislation. In the first year of the 2023-2025 biennium, the expectation is that five large school districts and up to nine ESDs serving 25,500 students will receive funding awards of approximately \$100,000 each, see Appendix A for a sample list of potential award recipients.

Funding awards for the grades 6-12 program will be made to partners (such as community-based organizations, housing authorities, parks and recreation departments, and others that work with youth) to establish and support after-school and out-of-school biking programs. Between now and July 1, 2023, CBC will work with a small number of partners to complete an implementation plan and develop and test an equity-focused and scalable award program. In the first year of the 2023-2025 biennium the expectation is that 10 partner organizations, each serving at least 30 youth, will receive a funding award.

For both programs, funds will be used for district, teacher, and partner training, bikes, bike trailers, helmets, and training materials for the bike safety classes. In the second year of the

2023-2025 biennium, CBC will begin implementation of an “earn-a-bike” program in which they will provide an opportunity for youth and families to receive a bike, lock, helmet, and lights. Over the entire 16-year period. The intent of the grades 3-8 program is to ultimately serve 90 percent of grade 3-8 students in the state, and the intent of the grades 6-12 program is to serve at least 10,000 youth in the state. Funding awards will first prioritize overburdened communities and high need school districts. Readiness to implement the program will also be a factor, particularly in the first biennium. Prioritization of grantees will be based on the MAW legislation ([ESSB 5974, Sec. 419\(4\)](#)) that specifies consideration for:

- (a) Population impacted by poverty, as measured by free and reduced lunch population or 200 percent federal poverty level;
- (b) People of color;
- (c) People of Hispanic heritage;
- (d) People with disabilities;
- (e) Environmental health disparities, such as those indicated by the diesel pollution burden portion of the Washington environmental health disparities map developed by the department of health, or other similar indicators;
- (f) Location on or adjacent to an Indian reservation;
- (g) Geographic location throughout the state;
- (h) Crash experience involving pedestrians and bicyclists;
- (i) Access to a community facility or commercial center; and,
- (j) Identified need in the state active transportation plan or a regional, county, or community plan.

The table in Appendix A provides an example of school districts that meet many of these legislative priorities. This is not an exhaustive list but rather an example of districts eligible to receive funding awards (directly to large districts and indirectly via ESDs for smaller districts) to implement the School-Based Bicycle Safety Education Program. CBC will continue to add to the list through outreach and engagement as the program develops. The list of active and potential participants will be updated in each annual report.

The curriculum for elementary and middle school students will be based on CBC’s “Let’s Go” and “Let’s Go Further” programs and the [Safe Routes to School Bicycle and Pedestrian Bicycle and Pedestrian Safety Education program](#) funded in the past by WSDOT. These programs have provided physical education teachers with the resources to implement in-school bicycle and pedestrian safety to students in grades three through eight. They have provided educators with the opportunity to meet students at their skill level with differentiated lessons. The focus is on the skills and knowledge necessary to prevent the most common causes of collisions and errors as students navigate the built environment.

The junior high and high school program will be based on CBC’s Major Taylor Project (MTP) which is named after African American world champion cyclist Marshall "Major" Taylor. It is designed to empower youth through bicycling. In after-school bicycling clubs, MTP students

have explored their communities and built confidence and leadership skills. Among other activities, Tacoma MTP participants served as a focus group providing input for the [statewide active transportation plan](#) WSDOT published in 2021, identifying safety and connectivity needs in their community.

CBC investment

In preparation for implementation of this program CBC has used their own funding to begin the following activities:

- Provide draft language to be used in this report.
- Identify and reach out to equity focused organizations and individuals to help ensure that the programs meet needs related to bicycle education in overburdened communities.
- Identify and reach out to partners and potential awardees to inform them about the program, get initial feedback on barriers and opportunities, and generate interest and enthusiasm.
- Draft awardee eligibility and selection criteria. In addition to the legislative criteria as outlined above, CBC has begun drafting additional eligibility criteria such as partners' readiness to benefit and capacity to implement and receive funds.
- Develop program implementation plans. The Grades 3-8 Implementation Plan is the roadmap for the program. It details the goals, deliverables, timeline, and success measures for each element of the program. The Grades 6-12 Implementation Plan has been started and is expected to be complete by the end of 2022.

Environmental Justice Council engagement

Per the requirements of ESSB 5974 Sec. 104(3), WSDOT staff engaged with the Environmental Justice Council concerning this and other programs funded by the Climate Active Transportation Account. The Council has a heavy workload and many competing priorities and was not able to provide recommendations before this report was due to the Legislature and the Office of Financial Management. WSDOT staff will continue to engage the Council and will report on any recommendations received in future annual reports to the Legislature.

Appendix A: Sample priority districts

Bicycle Education Program

Percentage of Students by Demographic:

District	Students in Grades 3-8	FRL ¹	Black/ AA	Amer. Ind.	Hispanic	Asian	Native HI/API	ELL ²	w/ Disability
<u>Large Districts³</u>									
Yakima School District (ESD 105) *	7,018	84%	1%	1%	80%	0%	0%	30%	14%
Pasco School District (ESD 123)	8,593	74%	1%	0%	73%	1%	0%	34%	14%
Federal Way School District (PSESD) *	9,489	70%	16%	1%	33%	12%	6%	24%	14%
Spokane School District (ESD 101)	13,379	60%	3%	1%	11%	2%	2%	7%	18%
Tacoma School District (PSESD) *	12,587	56%	13%	1%	22%	9%	4%	11%	16%
<u>Capital Region ESD 113</u>									
Lake Quinault School District *	78	100%	0%	14%	48%	0%	0%	27%	17%
Centralia School District	1,554	83%	1%	1%	40%	1%	0%	13%	16%
Elma School District *	680	80%	1%	2%	25%	1%	0%	8%	19%
Hoquiam School District	712	79%	1%	5%	23%	1%	0%	7%	17%
Aberdeen School District	1,474	77%	1%	2%	35%	2%	0%	14%	17%
<u>Educational Service District 101</u>									
Wellpinit School District #49 *	194	92%	1%	77%	5%	0%	0%	30%	18%
Newport School District *	432	66%	0%	1%	7%	1%	0%	0%	19%
West Valley School District (Spokane)	1,397	62%	2%	1%	11%	1%	1%	3%	15%
East Valley School District (Spokane)	1,646	62%	2%	1%	13%	1%	1%	3%	17%
Colville School District	752	57%	1%	1%	8%	0%	0%	1%	19%

¹ Free or reduced lunch eligibility.

² English Language Learners.

³ Seattle is excluded from this initial sample as they currently fund this programming with local transportation revenue.

Northwest Educational Service District 189

Concrete School District	230	76%	1%	2%	14%	1%	0%	0%	20%
Mount Vernon School District	2,839	67%	1%	1%	56%	2%	1%	25%	14%
Burlington-Edison School District *	1,526	59%	0%	1%	49%	1%	0%	23%	16%
Sultan School District	883	57%	2%	1%	23%	2%	1%	11%	18%
Sedro-Woolley School District *	2,010	56%	1%	2%	23%	1%	0%	8%	19%

Educational Service District 123

Othello School District	2,176	84%	0%	0%	91%	0%	0%	41%	14%
Finley School District	414	82%	1%	0%	50%	0%	0%	20%	13%
North Franklin School District	940	79%	0%	0%	73%	1%	0%	35%	16%
Prosser School District *	1,088	75%	1%	1%	66%	2%	0%	24%	14%
Walla Walla Public Schools	2,374	60%	1%	0%	42%	1%	0%	14%	16%

**Puget Sound
Educational
Service
District 121**

Tukwila School District	1,179	78%	19%	1%	34%	24%	4%	37%	12%
Franklin Pierce School District	3,493	70%	10%	1%	32%	7%	6%	13%	14%
Clover Park School District *	5,577	67%	13%	1%	35%	4%	6%	15%	17%
Fife School District *	1,754	46%	6%	1%	24%	9%	8%	14%	12%
Eatonville School District *	878	43%	1%	1%	9%	0%	0%	1%	13%

Educational Service District 112

Lyle School District *	106	86%	0%	4%	18%	0%	0%	4%	21%
Ocean Beach School District *	443	68%	0%	1%	18%	1%	0%	5%	24%
Longview School District	2,807	66%	1%	2%	22%	2%	1%	7%	18%
Kelso School District	2,183	64%	0%	1%	19%	1%	1%	7%	16%
Castle Rock School District	647	54%	0%	1%	9%	1%	0%	2%	19%

Educational Service District 105

Mount Adams School District *	384	98%	0%	51%	42%	0%	0%	48%	17%
Wahluke School District	1,164	97%	0%	0%	98%	0%	0%	50%	13%
Wapato School District *	1,541	94%	0%	19%	75%	2%	0%	45%	14%
Granger School District *	656	90%	0%	2%	95%	0%	0%	44%	14%
Toppenish School District *	1,818	89%	1%	8%	77%	0%	0%	33%	13%

Olympic Educational Service District 114

Cape Flattery School District *	242	71%	1%	49%	21%	0%	0%	0%	16%
Bremerton School District	1,966	69%	5%	1%	25%	4%	2%	11%	17%
Quillayute Valley School District *	931	66%	5%	2%	24%	2%	1%	9%	18%
North Mason School District	956	59%	1%	1%	26%	1%	0%	15%	17%
Port Angeles School District *	1,580	58%	1%	6%	11%	2%	0%	2%	18%

North Central Educational Service District 171

Brewster School District *	452	93%	0%	1%	89%	0%	0%	36%	12%
Bridgeport School District *	354	93%	1%	0%	95%	0%	0%	47%	11%
Quincy School District	1,520	83%	0%	0%	88%	0%	0%	40%	14%
Tonasket School District *	518	82%	0%	2%	38%	0%	0%	11%	12%
Okanogan School District *	452	73%	1%	11%	29%	0%	0%	7%	17%

Appendix B: Program benefits to overburdened communities and vulnerable populations

Move Ahead Washington lists requirements for Climate Active Transportation Account-funded projects to provide direct and meaningful benefits to vulnerable populations within the boundaries of overburdened communities.

The School-Based Bicycle Safety Education Program directly provides the following benefits listed in Move Ahead Washington (ESSB 5974, Sec. 104(1) and (2)) by supporting mode shift that contributes reductions in vehicle miles traveled:

- Direct reduction of environmental burdens in overburdened communities.
- Reduction of disproportionate, cumulative risk from environmental burdens, including those associated with climate change.
- Focus on creating environmental benefits, including eliminating health burdens, creating community and population resilience, and raising the quality of life of those in the community.

In developing and delivering the program, WSDOT and CBC will prioritize working with partners with methods and programs that meet the following requirements:

- Support of community led project development, planning, and participation costs.
- Meeting a community need identified by the community that is consistent with the intent of this chapter or RCW 70A.02.010.
- Direct benefits and programs to target vulnerable populations and overburdened communities to reduce statewide disparities.
- Make investments and benefits roughly proportional to the health disparities that a specific community experiences, with a goal of eliminating the disparities.
- Make an effort to balance investments and benefits across the state and within counties, local jurisdictions, and unincorporated areas as appropriate to reduce disparities by location and to ensure efforts contribute to a reduction in disparities that exist based on race or ethnicity, socioeconomic status, or other factors.

Future reports will identify characteristics of participating school districts and Educational Service Districts and other information as appropriate to demonstrate how the new program is fulfilling these requirements.