

SSB 5742 - H COMM AMD  
By Committee on Transportation

ADOPTED 04/17/2023

1 Strike everything after the enacting clause and insert the  
2 following:

3 "NEW SECTION. **Sec. 1.** A new section is added to chapter 47.66  
4 RCW to read as follows:

5 (1) The department shall establish a paratransit and special  
6 needs grant program to sustain and expand transit service to people  
7 with disabilities.

8 (2) Of the amounts appropriated to the program, 23 percent shall  
9 be provided solely for grants to nonprofit providers of special needs  
10 transportation. Grants for nonprofit providers must be based on need,  
11 including the availability of other providers of service in the area,  
12 efforts to coordinate trips among providers and riders, and the cost-  
13 effectiveness of trips provided.

14 (3) The remaining 77 percent of amounts appropriated to the  
15 program shall be provided solely for grants to transit agencies to  
16 support persons with special transportation needs. To receive a  
17 grant, the transit agency must, to the greatest extent practicable,  
18 have a maintenance of effort for special needs transportation, in the  
19 latest calendar year for which the department publishes data in the  
20 most recent "Summary of Public Transportation" report, that is no  
21 less than the previous year's maintenance of effort for special needs  
22 transportation as shown in the report. Grants for transit agencies  
23 must be prorated based on the amount expended for demand response  
24 service and route deviated service for the latest calendar year as  
25 published in the most recent "Summary of Public Transportation"  
26 report. No transit agency shall receive more than 30 percent of the  
27 distribution.

28 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.66  
29 RCW to read as follows:

1 (1) The department shall establish a public transit ride share  
2 program. The grant program shall provide resources for:

3 (a) Public transit agencies to add or replace ride share  
4 vehicles; and

5 (b) Incentives and outreach to increase ride share use.

6 (2) The grant program for public transit agencies may cover  
7 capital costs only and costs for operating vanpools at public transit  
8 agencies are not eligible for funding. Awards from the grant shall  
9 not be used to supplant transit funds currently funding ride share  
10 programs, nor be used to hire additional employees.

11 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.76  
12 RCW to read as follows:

13 (1) The department shall establish a freight rail investment bank  
14 program for the purpose of supporting freight rail capital needs by  
15 providing low-interest loans to entities based on the state's  
16 interests as outlined in RCW 47.76.240.

17 (2) The department shall issue freight rail investment bank  
18 program loans with a repayment period of no more than 15 years, and  
19 charge only so much interest as is necessary to recoup the  
20 department's costs to administer the loans.

21 (3) The department shall report annually to the transportation  
22 committees of the legislature and the office of financial management  
23 on all freight rail investment bank loans issued.

24 (4) Projects shall be evaluated using a cost-benefit methodology.  
25 The methodology must use the following legislative priorities:

26 (a) Economic, safety, or environmental advantages of freight  
27 movement by rail compared to alternative modes;

28 (b) Self-sustaining economic development that creates family-wage  
29 jobs;

30 (c) Preservation of transportation corridors that would otherwise  
31 be lost;

32 (d) Increased access to efficient and cost-effective transport to  
33 market for Washington's agricultural and industrial products;

34 (e) Better integration and cooperation within the regional,  
35 national, and international systems of freight distribution; and

36 (f) Mitigation of impacts of increased rail traffic on  
37 communities.

1        NEW SECTION.    **Sec. 4.**    A new section is added to chapter 47.76  
2    RCW to read as follows:

3        (1) The department shall establish the statewide emergent freight  
4    rail assistance program for the purpose of supporting freight rail  
5    capital needs by awarding grants based on the state's interests as  
6    outlined in RCW 47.76.240.

7        (2) Grants shall be selected using the cost-benefit methodology  
8    as outlined in section 3 of this act.

9        (3) The department shall report annually to the transportation  
10   committees of the legislature and the office of financial management  
11   on all freight rail assistance program grants issued.

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

14       (1) The department shall create a bicyclist and pedestrian grant  
15    program to improve pedestrian and bicyclist safety and mobility and  
16    increase active transportation trips.

17       (2) Project types may include, but are not limited to, bicycle  
18    facilities such as buffered bike lanes, pedestrian facilities such as  
19    sidewalks, crossing improvements for people who walk and roll, and  
20    speed management.

21       (3) The department shall report on an annual basis the status of  
22    projects funded as part of the bicyclist and pedestrian grant and  
23    safe routes to school grant programs. The report must include, but is  
24    not limited to, a list of projects selected and a brief description  
25    of each project's status."

26       Correct the title.

EFFECT: (1) Clarifies the time periods for which the maintenance  
of effort expenditure amounts must be reported and shown, for a  
transit agency to be considered eligible for a Paratransit and  
Special Needs Grant Program grant;

(2) Clarifies the time period of reported expenditure for demand  
response service and route deviated service, with respect to the  
prorating of the total grants to transit agencies;

(3) Provides that the purpose of the Freight Rail Investment Bank  
(FRIB), and of the Freight Rail Assistance Program (FRAP), is to  
support freight rail capital needs; and

(4) Clarifies that FRIB and FRAP projects are to be evaluated using a cost-benefit methodology, and that the methodology must use the legislative priorities specified in the bill.

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