FEDERAL POLICY UPDATE:
NEW LEGISLATION AS CONGRESS MOVES TOWARDS REAUTHORIZATION

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AGENDA

Active Transportation Legislation Introduced
- Transportation Alternatives Bill Introduced
- The COMMUTE ACT
- Bicycle Commuter Act

Other reauthorization ideas

House Roadway Safety Hearing
S.1098, TRANSPORTATION ALTERNATIVES ENHANCEMENTS ACT

- Introduced by Senators Ben Cardin (D-MD) and Roger Wicker (R-MS)
- Both are on the Environment & Public Works Committee
- Safety and Local Control
$850 million

State portion (Minus RTP)

Population

50%

Large Metropolitan areas

50%

Pop between 200,000-5,000

50%

Pop < 5,000

State Competitive process
INCREASE FUNDING

The Problem:
Under the FAST Act, TA funding is limited to a dollar amount and does not increase even as other transportation programs increase.

The Fix:
Increase Transportation Alternatives funding and make it 10% of the Surface Transportation Block Grant Program so that it grows at the same rate as other transportation funding.
The Problem:
Under the FAST Act, 50% are distributed based on population size, and the other 50 goes through a grant process. Under the population side the funding by segment can be too little for even one project.

The Fix:
Increase the funding distributed by population to ensure a fairer distribution among communities of all sizes. These funds still go through a competitive process.
Increase and change to 10% of the Surface Transportation Block Grant Program

State portion
(minus RTP)

Population

Metropolitan areas Pop > 200,000
Pop between 200,000 - 5,000
Pop < 5,000

State Competitive process

66% 34%
GIVE STATES MORE FLEXIBILITY

The Problem:
Several states would prefer to suballocate all of their TA funding to local governments, but under the FAST act, all projects must go through a competitive process.

The Fix:
 Allow states to sub-allocate 100% of their TA
IMPROVE PROJECT APPLICATIONS

The Problem:
Small and mid-size cities don’t always have the technical capacity to put together strong applications and navigate the implementation process.

The Fix:
Give States access to 5% of TA funds to staff the program, and to offer technical and engineering assistance to local governments to help them produce strong applications, and manage the implementation process.
GIVE STATES FLEXIBILITY ON THE MATCH

The Problem:
Small and/or low income communities have a hard time coming up with the 20% match

The Fix:
Let states have flexibility in the match at the project level AS LONG AS they meet the 80/20 split at the program level
10% of STBGP Option to Suballocate 100%

State portion (minus RTP)

5% for Tech Assistance

Option to Suballocate 100%

Population

- Metropolitan areas Pop > 200,000
- Pop between 200,000 - 5,000
- Pop < 5,000

66% 34%

State Competitive process
INCREASE LOCAL CONTROL

The Problem:
Large Metropolitan Planning Organizations (MPOs) (population over 200,000) can select projects, but can’t obligate funds to start implementation of the projects.

The Fix:
Give large MPOs the authority to obligate projects they pick.
INCREASE LOCAL CONTROL

The Problem:
Small MPOs, those with populations under 200,000 are barred from applying for funds due to a drafting error in MAP-21.

The Fix:
Make small MPOs eligible to submit TA projects.
10% of STBGP Option to Suballocate 100%

5% for TA

State portion (minus RTP)

Population

Large metropolitan areas can obligate/ implement

State Competitive process

Pop < 5,000

Pop between 200,000- 5,000

Allow small MPOs to apply

Population

Competitive process

Larger metropolitan areas can obligate/implement

Large metropolitan areas can obligate/implement

Allow small MPOs to apply

State Competitive process

Population

State Competitive process

Large metropolitan areas can obligate/implement

Population

State Competitive process

Allow small MPOs to apply

Population

State Competitive process

Allow small MPOs to apply

Population

State Competitive process

Allow small MPOs to apply
ENDORSED BY: ASSOCIATIONS

**Professional Associations**
- American Planning Association
- American Public Health Assn
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- National Association of Chronic Disease Directors
- National Recreation and Park Association

**Local Government Associations**
- National Association of Regional Councils
- National League of Cities
- US Conference of Mayors
ENDORSED BY: ADVOCACY ORGANIZATIONS

- League of American Bicyclists
- Safe Routes to School National Partnership
- AARP
- America Walks
- American Diabetes Association
- American Heart Association
- Lakeshore Foundation
- National Complete Streets Coalition
- PeopleForBikes
- Safe Kids Worldwide
- Safe States Alliance
- Sierra Club
- Transportation for America
- Trust for America's Health
- YMCA of the USA
SENATE TRANSPORTATION COMMITTEES

EPW
(Highways and Roads)

EPW
- Want to have passed their bill before August break
- Fighting other forces

Other Senate committees not moving

Commerce, Science and Technology
(Safety, Administration)

Banking, Housing and Urban Development
(Transit)

Finance
(funding)

House moving slower
OTHER NEW LEGISLATION
THE COMMUTE ACT (S.654, H.R.1517)

“Connecting Opportunities through Mobility Metrics and Unlocking Transportation Efficiencies Act”

- Original Sponsors in the House
  - Rep. DeSaulnier (D-CA)
  - Rep. Curtis (R-UT)
  - Rep. Mc Adams (D-UT)

- Original Sponsors in the Senate
  - Sen. Ernst (R-IA)
  - Sen. Baldwin (D-WI)
COMMUTE ACT

Supplying access data to States and MPOs so they can measure how well new projects will connect people with destinations

Perry St. bike connection project area

https://goo.gl/maps/FbzyR1594Cr

Data by Sugar Access (Citilab); Analysis by Smart State Transportation Institute (SSTI)
HOW IT WORKS

Gives data to 5 states and 15 metropolitan and rural areas

- 5 Large MPOs (200,000+ population)
- 5 small MPOs. (less than 200,000 population)
- 5 Rural Areas

States that receive this data must share with:

- Local Governments in their state
- Researchers

Users report back to DOT and Congress on usage
BICYCLE COMMUTER ACT OF 2019

Original Sponsors:
- Rep. Blumenauer (D-OR)
- Rep. Buchanan (R-FL)
- Rep. Pressley (D-MA)
COMMUTER BENEFIT HISTORY

Original benefit in Stimulus package in 2009

For Employee

• Post –tax benefit
  • Up to $20 a month

• For bike purchase, maintenance and equipment
  • Employee must collect receipts
  • Employer could reimburse receipts

• Could NOT be used in conjunction with transit or parking benefits.
Employee Benefit

- Suspended in tax reform in 2017
- Removal to simplified tax code
  - Listed among tax benefits that were very small

Employer Benefit

- Still exists
BIKE COMMUTER ACT OF 2019

Reinstates and improves the Bike Benefit by:

• Including Bikeshare membership and E-bikes

• Is part of parking benefit
  • = up to 20% ($52/month)
  • Benefit increases each year automatically
  • Can be used in combination with transit (or parking)

• Simplifies the benefit by changing it from reimbursement to benefit
  • No need to collect receipts
  • Makes benefit pre-tax
HOW WILL IT WORK?

To Be Determined by IRS

- Some possibilities
  - Bike Share benefit will act like transit benefit
  - Give Vouchers for bike stores
  - Card like Health savings account card
OTHER POTENTIAL BILLS- SAFETY

People who bike and walk increased as a percentage of traffic fatalities

- Less than 10%
- 10-15%
- 15-20%
- 20-25%
- 25-30%
- More than 30%

Percentage of HSIP Spent on Biking and Walking

0.0% to 9.9%
RECREATIONAL TRAILS FUNDING STUDY

Pictures from the Recreation Trails Program database- https://rtpinfo.smugmug.com/
BUILD LIKE PROGRAM

Active Transportation

- Long distance trails
- Networks
- Connectors
HOUSE OF REPRESENTATIVES:
BICYCLING AND PEDESTRIAN SAFETY
CONGRESSIONAL HEARING:
“EVERY LIFE COUNTS: IMPROVING THE SAFETY OF OUR NATION’S ROADWAYS”

- Highways and Transit Subcommittee Chairwoman Eleanor Holmes Norton (D-DC)
- Pedestrian and Bicyclist safety is a personal priority

"All of these modes of transportation must be treated equally, not cars over scooters, not bicycles over walking,"
WITNESSES

The Honorable Jennifer Homendy
Member
National Transportation Safety Board

The Honorable Fred Jones
Vice Mayor City of Neptune Beach, Florida
_on behalf of Transportation for America_

Mr. Michael L. Brown
Chief of Police, City of Alexandria

Mr. Mike Sewell
Active Transportation Service Line Leader
Gresham Smith
_on behalf of The League of American Bicyclists_

Mr. Nicholas Smith
Interim President and Chief Executive Officer
The National Safety Council

Mr. Jay Bruemmer
Vice President, K & G Striping, Inc.
_on behalf of the American Traffic Safety Services Association_