



# FEDERAL POLICY UPDATE: NEW LEGISLATION AS CONGRESS MOVES TOWARDS REAUTHORIZATION

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# AGENDA

## Active Transportation Legislation Introduced

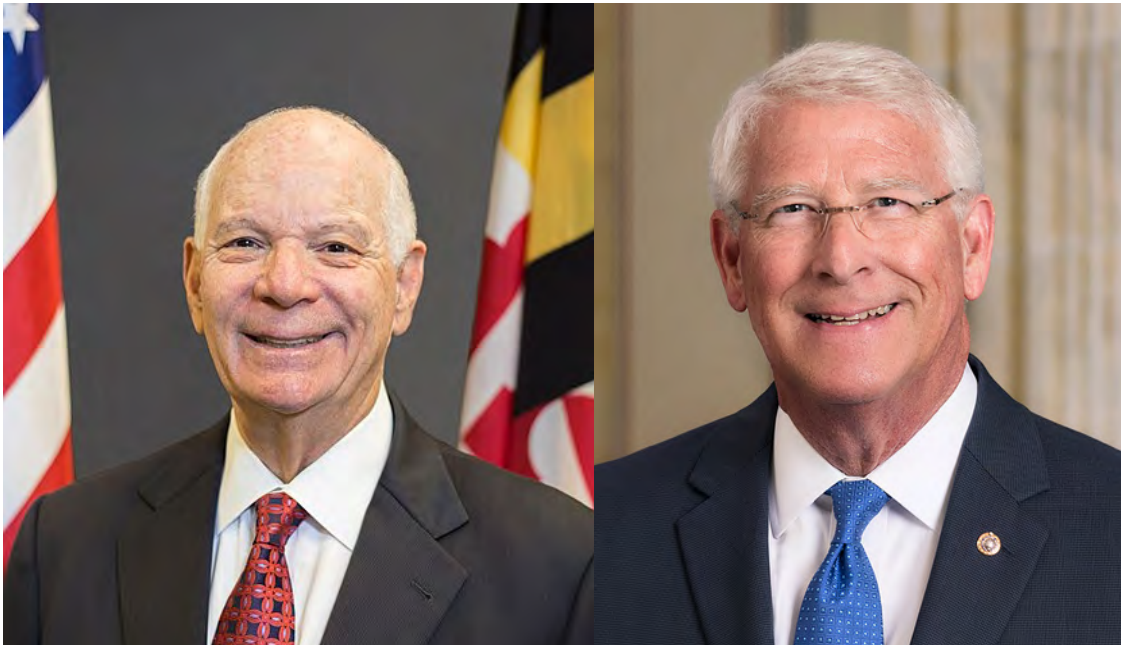
- Transportation Alternatives Bill Introduced
- The COMMUTE ACT
- Bicycle Commuter Act

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



# TRANSPORTATION ALTERNATIVES

\$850 million

State portion  
(Minus RTP)

50%

50%

Population

State  
Competitive  
process

Large Metropolitan areas

Pop between 200,000- 5,000

Pop < 5,000

# 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.

# INCREASE POPULATION

## 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)

66%

Population

34%

State  
Competitive  
process

Metropolitan areas Pop > 200,000

Pop between 200,000- 5,000

Pop < 5,000

# 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.

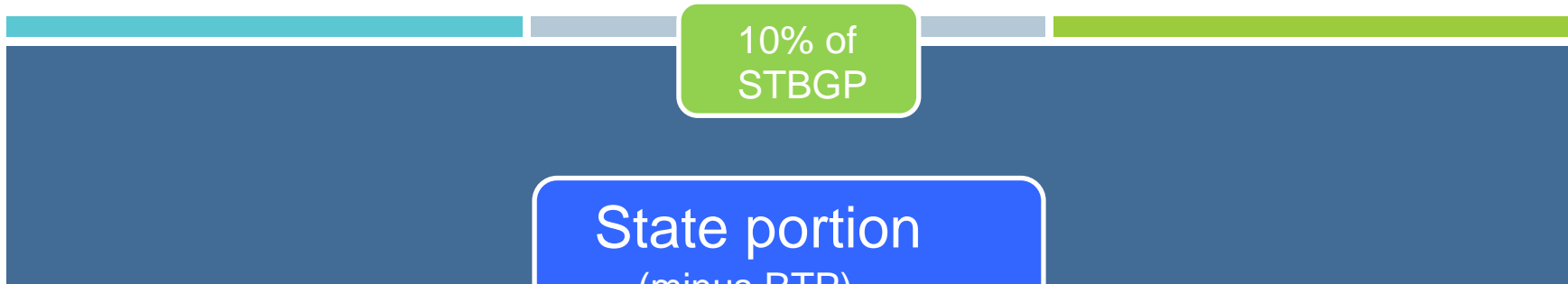
# GIVE STATES FLEXIBILITY ON THE MATCH

## 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



# 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

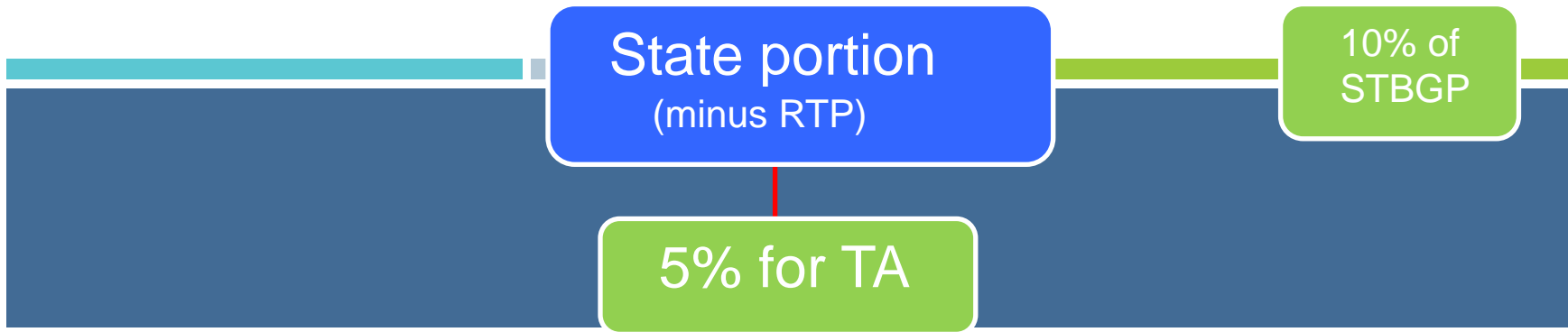
# INCREASE LOCAL CONTROL

## 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



Population

State Competitive process

Large metropolitan areas can obligate/ implement

Pop between 200,000- 5,000

Pop < 5,000

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>

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# 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.





# COMMUTER BENEFIT BACKGROUND

## 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

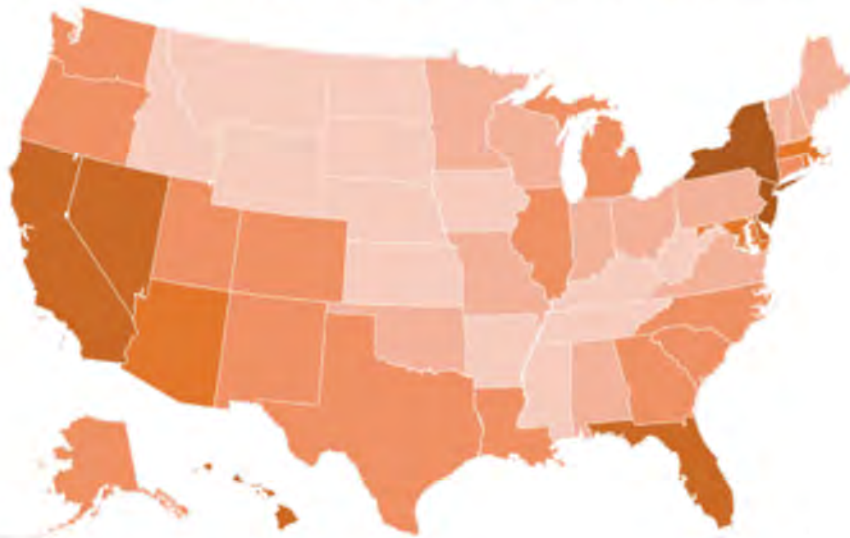


- Some possibilities
  - Bike Share benefit will act like transit benefit
  - Give Vouchers for bike stores
  - Card like Health savings account card

# 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% 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





# FEDERAL LANDS SET ASIDE





# 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. Jay Bruemmer**

Vice President, K & G Striping, Inc.

*on behalf of the American Traffic Safety Services Association*

**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

