



ELECTION RESULTS AND POTENTIAL POLICY CHANGES FOR NEXT REAUTHORIZATION

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AGENDA

Election Results

Reauthorization proposals

- ❖ **Transportation Alternatives**
- ❖ **Safety funding / complete streets**
- ❖ **Planning**
- ❖ **Transit and other**

TRANSPORTATION & INFRASTRUCTURE

"Welcome to the day after the election. This is the day we begin planning to deliver a major infrastructure package."

- Rep. Peter DeFazio (incoming Transportation Committee Chair) to reporters on Nov.7th



EVERYONE AGREES ON INFRASTRUCTURE

NOW they just need to agree on:

- What they should fund
- How they should fund it



ELECTION RESULTS- HOUSE

HOUSE

Democrats have 227 Seats.

10 Seats

Republicans have 198 Seats

New Themes

- Average age will drop by 10 years.
- Aggregate gain of 16-20 women
- More racially and ethnically diverse

Most Democrats in Congress have never been in the majority

- Over 50 new members

Republican Caucus becomes more conservative

DEFAZIO AS CHAIR

Reputation in Congress

- Been in Congress and on T&I since 1988
- Well respected
- Known for building compromises behind the scenes
- AND willing to be a flame thrower publicly
- FAST Act vs. FAA
- Key interests:
 - Sustainable funding
 - Context Sensitive Solutions
 - Former bike mechanic



From *The Onion*: 11/03/10

DEFAZIO – LOOKING FORWARD

Funding first

- Wants to find sustainable funding for transportation first.
- Interested in introducing bills towards this in early 2019
- Working with Rep. Earl Blumenauer

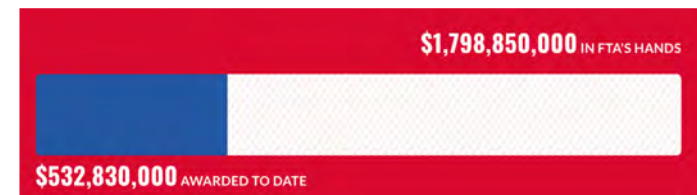
Transportation Policy

- Already speaking with White House
- Will NOT be switch to local funding
- Earmarks

Oversight of US DOT

- Transit
- Safety
- Autonomous Vehicles

TRANSIT FUNDING SINCE 2017



Graphic from Transportation for America

COMPETITION FOR TOP REPUBLICAN ROLE T & I COMMITTEE

Rep Sam Graves (R-MO) Current Chair of H&T Subcommittee

- Graves has “paid his dues” to party leadership
- **Except** he voted against privatizing air traffic control
- Led bi-partisan letter asking Ways & Means (tax) committee to fix Highway Trust Fund



Rep Jeff Denham (R-CA) Current Chair of Rail Subcommittee

- Denham is more conservative
- More popular than Graves among Rep. T&I members
- Is a strong supporter of President Trump



TRANSPORTATION & INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

Bill Shuster (R-PA), Chairman	Peter DeFazio (D-OR), Ranking Member
Don Young (R-AK)	Eleanor Holmes Norton (D-DC)
John Duncan (R-TN)	Eddie Bernice Johnson (D-TX)
Frank LoBiondo (R-NJ)	Elijah Cummings (D-MD)
Sam Graves (R-MO)	Rick Larsen (D-WA)
Duncan Hunter (R-CA)	Mike Capuano (D-MA)
Rick Crawford (R-AR)	Grace Napolitano (D-CA)
Lou Barletta (R-PA)	Dan Lipinski (D-IL)
Bob Gibbs (R-OH)	Steve Cohen (D-TN)
Daniel Webster (R-FL)	Albio Sires (D-NJ)
Jeff Denham (R-CA)*	John Garamendi (D-CA)
Thomas Massie (R-KY)	Hank Johnson (D-GA)
Mark Meadows (R-NC)	Andre Carson (D-IN)
Scott Perry (R-PA)	Rick Nolan (D-MN)**
Rodney Davis (R-IL)	Dina Titus (D-NV)
Mark Sanford (R-SC)	Sean Patrick Maloney (D-NY)**
Rob Woodall (R-GA)	Elizabeth Etsy (D-CT)
Todd Rokita (R-IN)	Lois Frankel (D-FL)
John Katko (R-NY)*	Cheri Bustos (D-IL)**
Brian Babin (R-TX)	Jared Huffman (D-CA)
Garret Graves (R-LA)	Julia Brownley (D-CA)
Barbara Comstock (R-VA)*	Frederica Wilson (D-FL)
David Rouzer (R-NC)	Donald Payne (D-NJ)
Mike Bost (R-IL)	Alan Lowenthal (D-CA)
Randy Weber (R-TX)	Brenda Lawrence (D-MI)
Doug LaMalfa (R-CA)	Mark DeSaulnier (D-CA)
Bruce Westerman (R-AR)	Stacey Plaskett (D-VI)
Lloyd Smucker (R-PA)	
Paul Mitchell (R-MI)	
John Faso (R-NY)	
Drew Ferguson (R-GA)	
Brian Mast (R-FL)	
Jason Lewis (R-MN)	
Mike Gallagher (R-WI)	

11 members leaving Congress

- 9 Republicans
- 2 Democrats

Races not called:

- Jeff Denham
- Rob Woodall

WAYS & MEANS COMMITTEE (TRANSPORTATION FUNDING)

WAYS AND MEANS

Kevin Brady (R-TX), Chairman	Richard Neal (D-MA), Ranking Member
Sam Johnson (R-TX)	Sander Levin (D-MI)
Devin Nunes (R-CA)	John Lewis (D-GA)
Dave Reichert (R-WA)*	Lloyd Doggett (D-TX)
Peter Roskam (R-IL)*	Mike Thompson (D-CA)
Vern Buchanan (R-FL)	John Larson (D-CT)
Adrian Smith (R-NE)	Earl Blumenauer (D-OR)
Lynn Jenkins (R-KS)	Ron Kind (R-WI)**
Erik Paulsen (R-MN)*	Bill Pascrell (D-NJ)
Kenny Marchant (R-TX)	Joe Crowley (D-NY)
Diane Black (R-TN)	Danny Davis (D-IL)
Tom Reed (R-NY)	Linda Sanchez (D-CA)
Mike Kelly (R-PA)	Terri Sewell (D-AL)
Jim Renacci (R-OH)	Suzan DelBene (D-WA)
Kristi Noem (R-SD)	Judy Chu (D-CA)
George Holding (R-NC)	
Jason Smith (R-MO)	
Tom Rice (R-SC)	
David Schweikert (R-AZ)	
Jackie Walorski (R-IN)	
Carlos Curbelo (R-FL)*	
Mike Bishop (R-MI)	
Darin LaHood (R-IL)	
Brad Wenstrup (R-OH)	

The Ways & Means Committee is responsible for tax and revenue policy

- Transportation Funding
- Commuter Benefits

12 members leaving-
-10 Republicans
-2 Democrats

REPRESENTATIVE BLUMENAUER AND TRANSPORTATION FUNDING

Long time advocate for sustainable transportation funding

- Asking for new subcommittee on W&M
 - Would be exception to the rule
- Just on Infrastructure Funding

If he gets it

- Will have listening sessions country-wide
- To discuss infrastructure needs AND

Funding ideas

- Will work closely with Chair DeFazio

IMPORTANT for APBP members to weigh in!



OVERSIGHT ON AUTONOMOUS VEHICLES

Appropriations Committee decides funding for most programs

- The Committee gave US DOT \$20 million to invest in testing of autonomous vehicles
- DOT has not spent the funding, or made any appreciable moves in that direction

Expect investigations

- This isn't Democratic vs Republican
- It's Appropriators vs. Administration

Also on Dem House appropriators agenda

- Earmarks may be coming back
- Transparency and accountability



SENATE

Election Results

- Republicans picked up 3-4 seats, Dems picked up 2
- Republicans will have between 52-54, Dems (and Independents) 46-48
- Still waiting on Florida and Mississippi– most likely 53-47

Changes for next year

- Republicans will have bigger majorities on Committees
- Republican leadership and Chairmanships expected to change quite a bit as term limits kick in.

ENVIRONMENT & PUBLIC WORKS

Republicans	Democrats
John Barrasso** (Chairman) (WY)	Thomas R. Carper (Ranking Member) (DE)
James M. Inhofe. (OK)	Benjamin L. Cardin (MD)
Shelley Moore Capito (WV)	Bernard Sanders (VT)
John Boozman (AR)	Sheldon Whitehouse (RI)
Roger F. Wicker** (MS)	Jeff Merkley (OR)
Deb Fischer** (NE)	Kirsten Gillibrand (NY)
Jerry Moran** (KS)	Cory A. Booker (NJ)
Mike Rounds (SD)	Edward Markey(MA)
Joni Ernst (IA)	Tammy Duckworth (IL)
Dan Sullivan (AK)	Chris Van Hollen (MD)
Richard Shelby (AL)	

EPW is responsible for highway section of bill (which includes Bike/ped)

COMMERCE COMMITTEE

Republicans	Democrats
John Thune (SD),** Chairman	Bill Nelson (FL), Ranking Member
Roger Wicker (MS)	Maria Cantwell (WA)
Roy Blunt (MO)	Amy Klobuchar (MN)
Ted Cruz (TX)	Richard Blumenthal (CT)
Deb Fischer (NE)**	Brian Schatz (HI)
Jerry Moran (KS)**	Ed Markey (MA)
Dan Sullivan (AK)	Tom Udall (NM)
Dean Heller (NV)	Gary Peters (MI)
Jim Inhofe (OK)	Tammy Baldwin (WI)
Mike Lee (UT)	Tammy Duckworth (IL)
Ron Johnson (WI)	Maggie Hassan (NH)
Shelly Moore Capito (Wv)	Catherine Cortez Masto (NV)
Cory Gardner (CO)	Jon Tester (MT)
Todd Young (IN)	

Committee is responsible for

- The safety sections
- Sections regulating the Office of the Secretary

For us, this means

- Complete streets, design guidelines
- Planning regulations
- Autonomous Vehicle Legislation

FINANCE COMMITTEE

Republicans	Democrats
Orrin Hatch, Chair (UT)	Ron Wyden, Ranking Member (OR)
Chuck Grassley (IA)	Debbie Stabenow (MI)
Mike Crapo (ID)	Maria Cantwell (WA)
Pat Roberts (KS)	Bill Nelson (FL)
Michael Enzi (WY)	Robert Menendez (NJ)
John Cornyn (TX)	Tom Carper (DE)
John Thune (SD)	Ben Cardin (MD)
Richard Burr (NC)	Sherrod Brown (OH)
Johnny Isakson (GA)	Michael Bennet (CO)
Rob Portman (OH)	Robert Casey (PA)
Patrick Toomey (PA)	Mark Warner (VA)
Dean Heller (NV)	Glaire McCaskill (MO)
Tim Scott (SC)	Sheldon Whitehouse (RI)
Bill Cassidy (LA)	

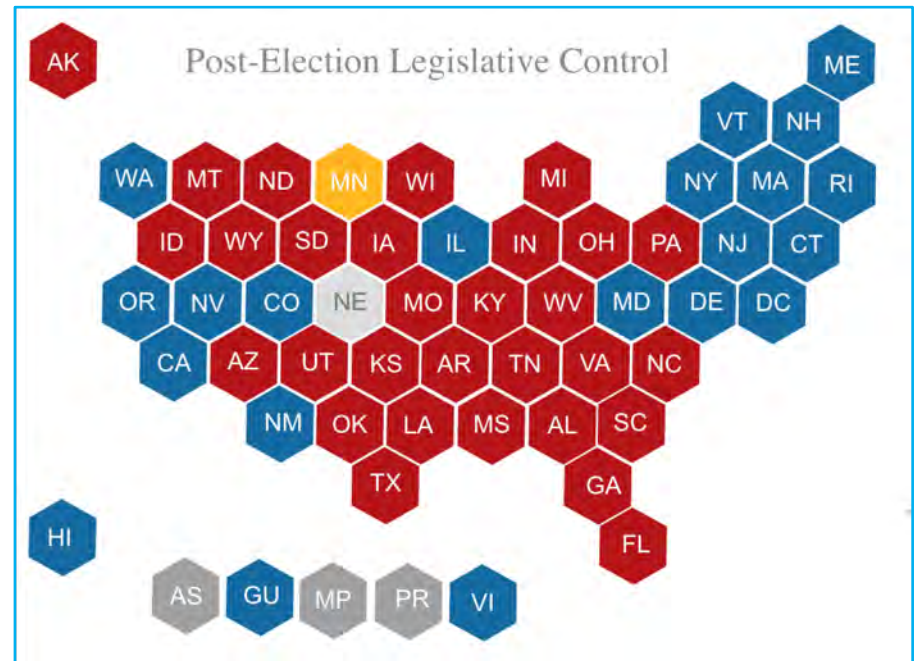
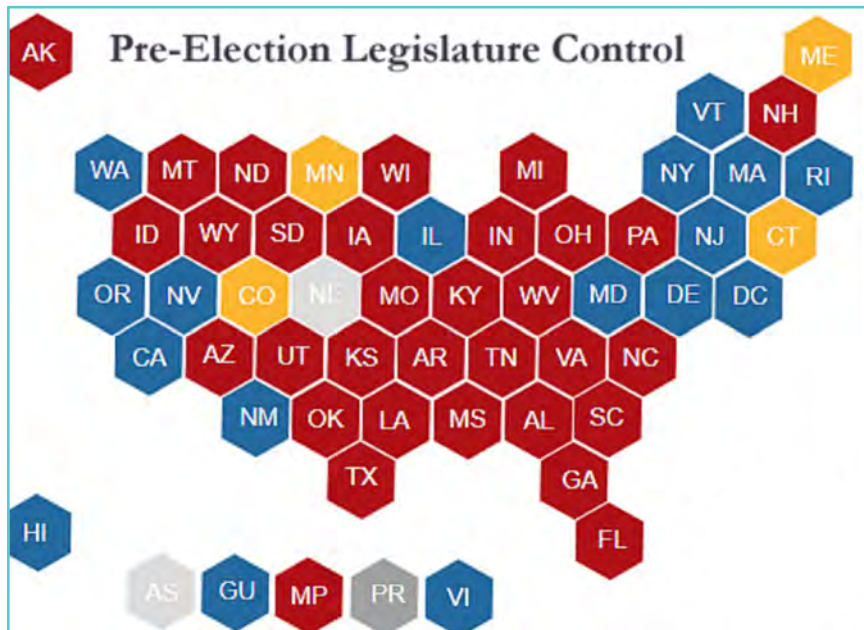
This committee is responsible for tax and revenue policy including:

- Transportation Funding
- Commuter Benefits



STATE LEVEL ELECTIONS

STATE LEGISLATURE CONTROL

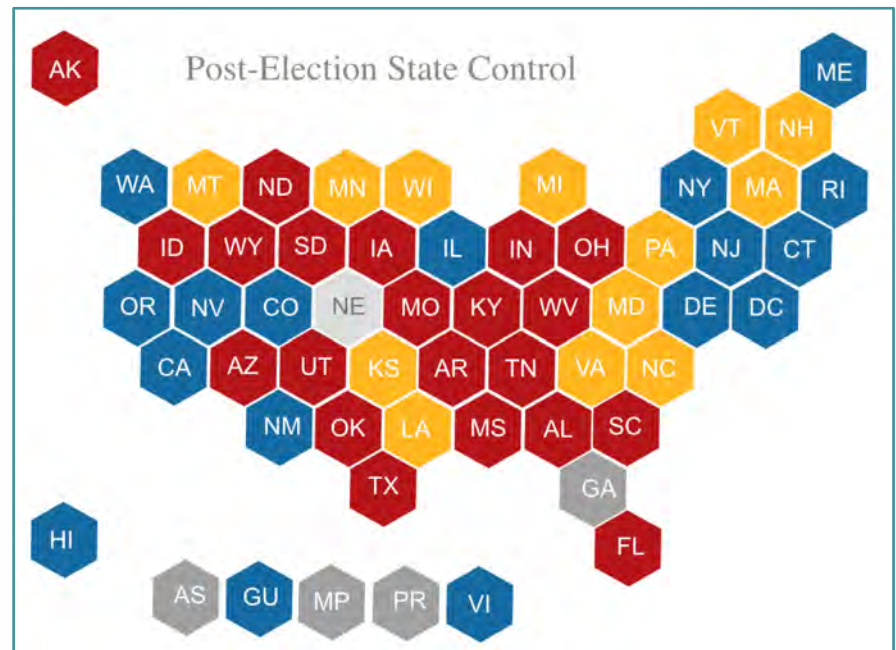
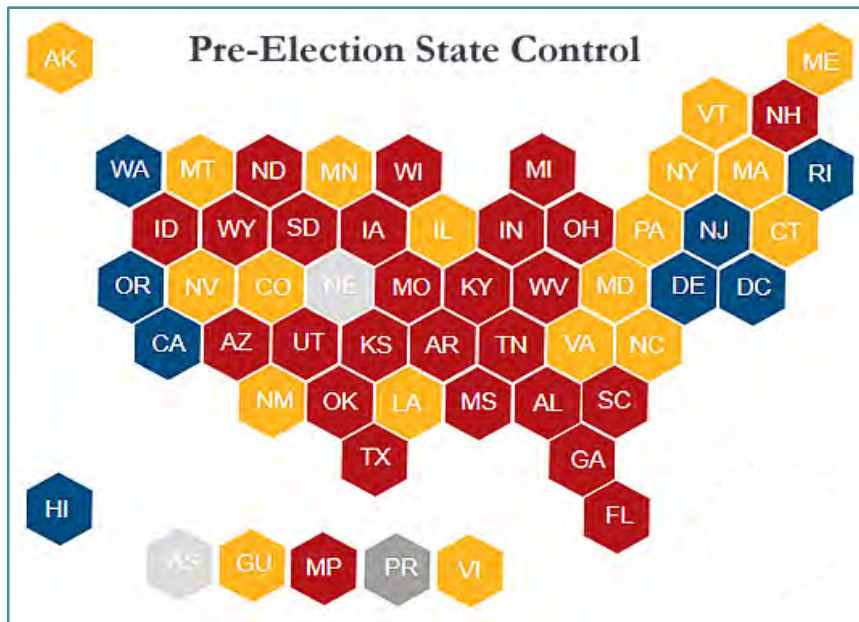


Maps from the National Conference of State Legislators
<http://www.ncsl.org/research/elections-and-campaigns/statevote-2018-state-legislative-races-and-ballot-measures.aspx>

STATE LEGISLATORS

	Republicans	Democrats	
	Pre/post Election	Pre/post Election	Pre/post Election
Chambers (98 total)	65 / 61	31 / 37	tied: 2 / 0
Legislatures (49 total)	31 / 30	14 / 18	divided: 4 / 1
State Control (46 total, 1 undecided)	25 / 21	8 / 14	divided: 16 / 13

STATE TRIFECTA (ONE PARTY CONTROLS GOVERNORSHIP AND BOTH CHAMBERS)



Maps from the National Conference of State Legislators
<http://www.ncsl.org/research/elections-and-campaigns/statevote-2018-state-legislative-races-and-ballot-measures.aspx>

BALLOT INITIATIVES

DEFEATED:

- **Utah-** A resolution asking state lawmakers to raise the fuel tax by 10 c for education and local roads.
- **Missouri-** a proposition to raise the gas tax to fund transportation improvements
- **Washington-** Initiative 1631, established a tax on carbon.
- **Colorado-** had two that failed
 - “Fix Our Damn Roads,”
 - “Let’s Go Colorado,” **California’s** to repeal last year’s gas tax increase

PASSED:

- **Florida-** Hillsborough County (Tampa) –increases sales tax by 1c for transportation.
- **Maine** - Raises \$106 in bonds for transportation funding,
- **Rhode Island-** Authorizes bonds for environment and water projects including the State Bikeway Development Program.
- **Michigan-** Uses revenue from legalizing marijuana to pay for transportation and other



REAUTHORIZATION PROPOSALS

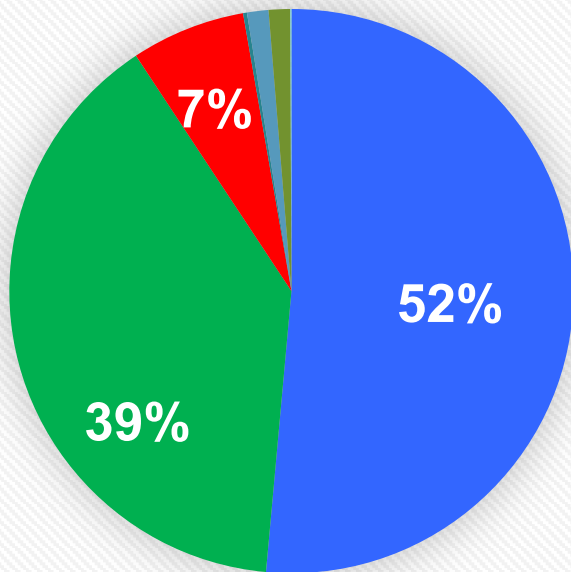
FEDERAL FUNDING FOR ACTIVE TRANSPORTATION-2016+2017



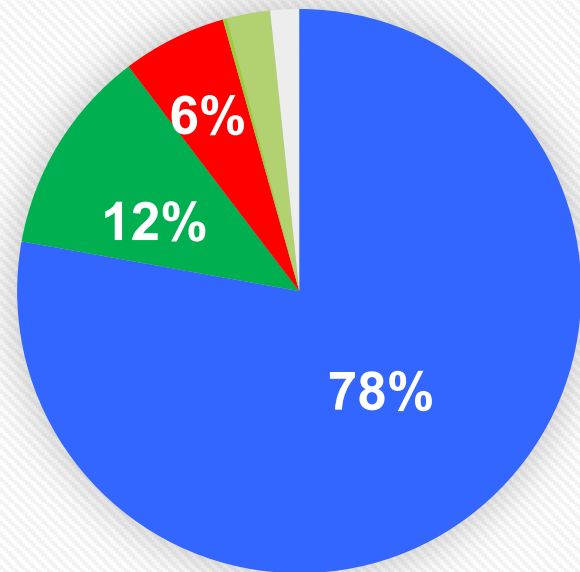
TRANSPORTATION ALTERNATIVES

TA Annual Reports to FHWA – 2016 and 2017

Projects selected by Type



Cost of Selected Projects by Type



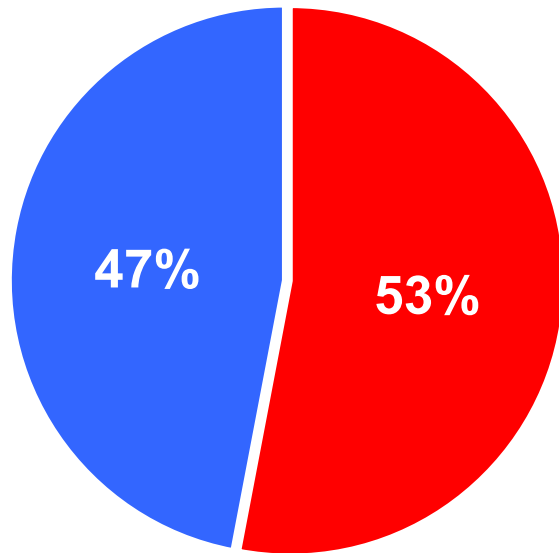
**Bicycle and Pedestrian
Safe Routes to School**

Recreational

TRANSPORTATION ALTERNATIVES

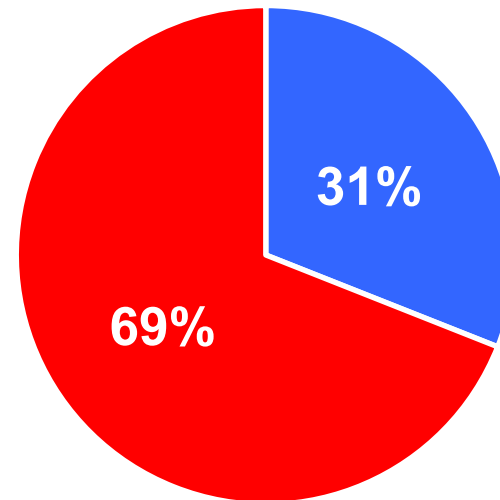
TA Annual Reports to FHWA – 2016 and 2017

Applications Selected



■ Not Awarded ■ Awarded

Overall cost of applications submitted



■ Funded ■ Not Funded

\$3,289,285,388

Cost of Transportation Alternative Projects
left unfunded

TA FUNDING OBLIGATED

Funding Available (2013-2018)	\$4,412,566,711
Transferred/ Lapsed (2013-2018)	\$858,540,712
Obligated	\$2,405,237,946
Obligation rate	68%
Lapsed funding in 2018	\$6,173,331
Number of states allowing funds to lapse in 2018 (11 states transferred funding)	3 (AZ, NH, WI)

- From FHWA data.
- Compiled by Safe Routes to School National Partnership
- <https://www.saferoutespartnership.org/sites/default/files/pdf/tap-srts-state-states-sept-2018.pdf>

PROCESS FOR ADVOCACY PLATFORM

Fall 2017/ Spring 2018-

- Discussion of platform with the State and local advocacy organizations

Summer 2018

- Discussions with SRTS and PFB
 - Including discussions with State Bike/Ped Coordinators

Fall 2018

- APBP Survey
- Discussions with APBP/ practitioners perspective
- Other partners/stakeholders (Transportation Equity Caucus, Health)

INCREASING TA OBLIGATIONS

How can we improve the obligation rate? (APBP Survey responses):

- Local govts don't have capacity to do good applications. Encourage/ require state DOTs to manage, program and obligate these funds themselves on behalf of local governments
- Require states to have regular and predictable calls for projects
- Eliminate competitive process
- Sub allocate funding to small MPOs
- Reduce regulation
- Money for design/outreach/planning needs to be a lot easier to receive and spend
- Create new incentives (higher matches)

IMPROVING APPLICATIONS/ STATE TAKE STRONGER ROLE

Best Practice:

- State offers engineering and other technical assistance to local governments to pick good projects. (Idaho)

Legislative change:

- Allow States to use TA money to pay for engineering and other technical assistance specifically for eligible entities to create strong applications.

Process change:

- Allow TA funding to be used for planning and design stages of the project

SUB-ALLOCATING TA COMPETITIVE PROCESS CAN HINDER

Best Practice:

- Several states would prefer sub-allocating TA funds to MPOs, RTOs, counties, etc. (Montana)

Legislative fix:

- Create option for states to sub-allocate 100% of TA funds:
 - Submit plan to FHWA for approval
 - Include plan to track projects

NOT ENOUGH FUNDING

Best Practice:

- States plan obligations 2-3 years out
- States combine old TE/SRTS funds with TA funds (Nebraska)
- States don't transfer funds

Legislative Fix:

- Change TA funding from a specific dollar amount to a percentage
- Increase the percentage of TA that goes to population
- If Rec Trails funding increases, keep rest of TA harmless

LOCAL CONTROL: CURRENT

State's TAP allocation

Minus: Recreational Trails (FY09 level) **unless Governor opts out*

50% to "Population pot"

- Distributed by population share
- Large MPOs (200k+) get a share to distribute by regional competition
- With remainder, state runs a competition to fund projects in rural areas (5k or less) and mid-sized areas (5k-200k)

50% to "Unrestricted pot"

- Distributed by state competition
- Variety of local entities eligible; state DOT not eligible
- States can transfer all this money away to roads

LOCAL CONTROL: PROPOSED CHANGES

State's TAP allocation

Minus: Recreational Trails (FY09 level) **unless Governor opts out*

Minus: xx% State \$\$ - TAP/SRTS coordinators, Engineering and other Technical assistance.

At least 65% to "Population pot"

Remainder (no more than 35%) to "Unrestricted pot"

NEW ALTERNATIVE

Allow a state to allocate 100% of its funding to all sizes of MPOs & regional planning authorities. Require them to submit a plan to FHWA to ensure it is increasing local control and funded projects can still be tracked.

IMPROVE USABILITY FOR MPOS

Background:

- TAP lets state DOTs and large MPOs (over 200k population) pick TAP projects
- Entities that pick projects aren't eligible to apply for funding, but small MPOs were accidentally excluded
- Only state DOTs can obligate projects

Legislative Fix:

- Make small MPOs eligible to submit TAP projects
- Give large MPOs the authority to obligate projects they pick

REGULATORY BURDEN

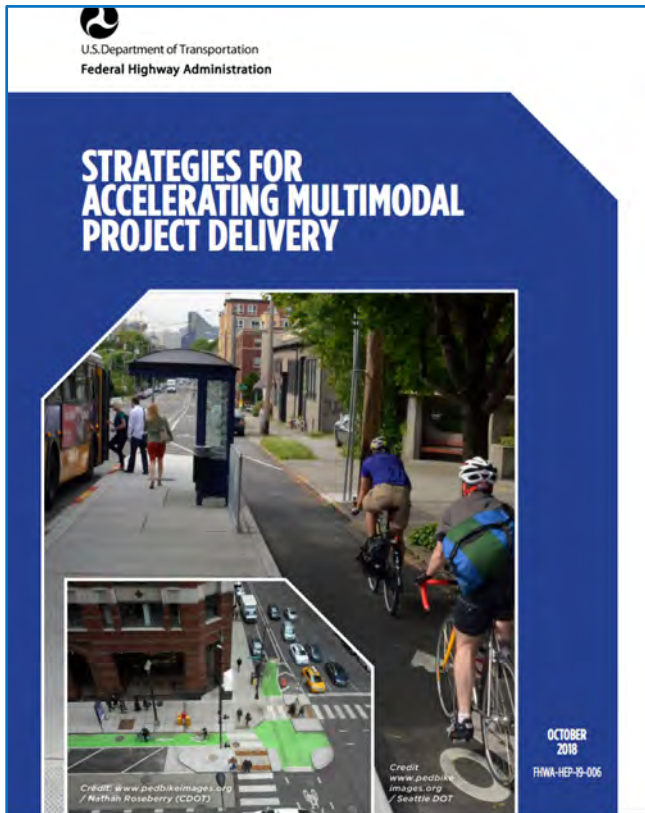
■ Best Practice?

- Transfer funds TA to state funds, and state funds to federal funds and uses state rules to build bike/ped (Utah)

FAST ACT:

- *SEC. 1421. PRODUCTIVE AND TIMELY EXPENDITURE OF FUNDS.*
- Directs DOT to develop guidance to expedite project delivery with the goals of:
 - avoid unnecessary delays in completing projects;
 - minimize cost overruns; and
 - ensure the effective use of Federal funding.

NEW FHWA REPORT- ACCELERATING MULTIMODAL DELIVERY



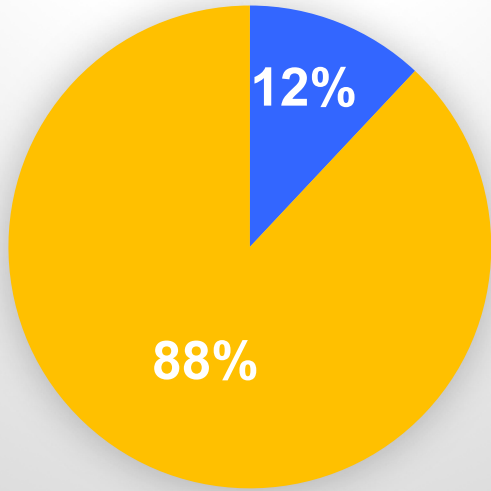
- https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_delivery/
- Authors include APBP Policy Committee Chairs: Conor Semler and Amanda Leahy



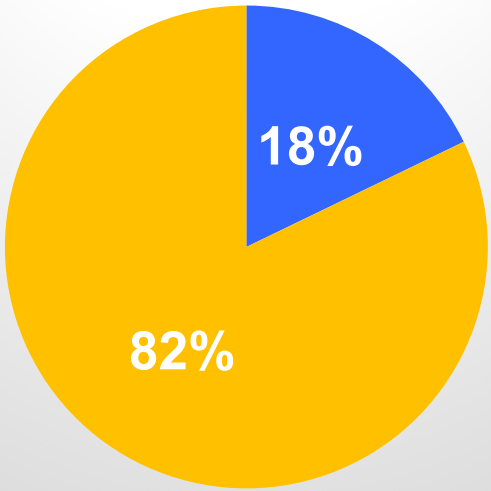
SAFETY FUNDING FOR BICYCLING AND WALKING

SAFETY

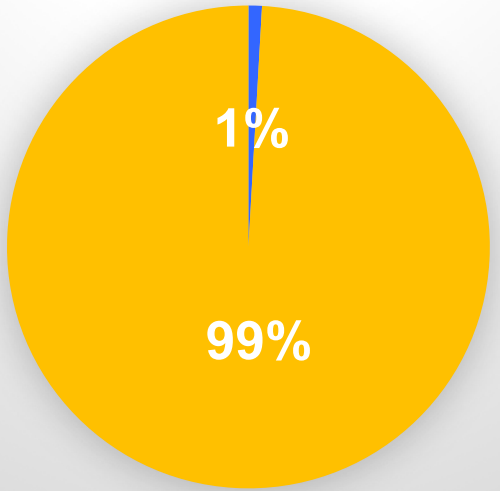
Trips



Fatalities



HSIP Funding



- Pedestrians and Bicyclists Other



U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS

Research Note

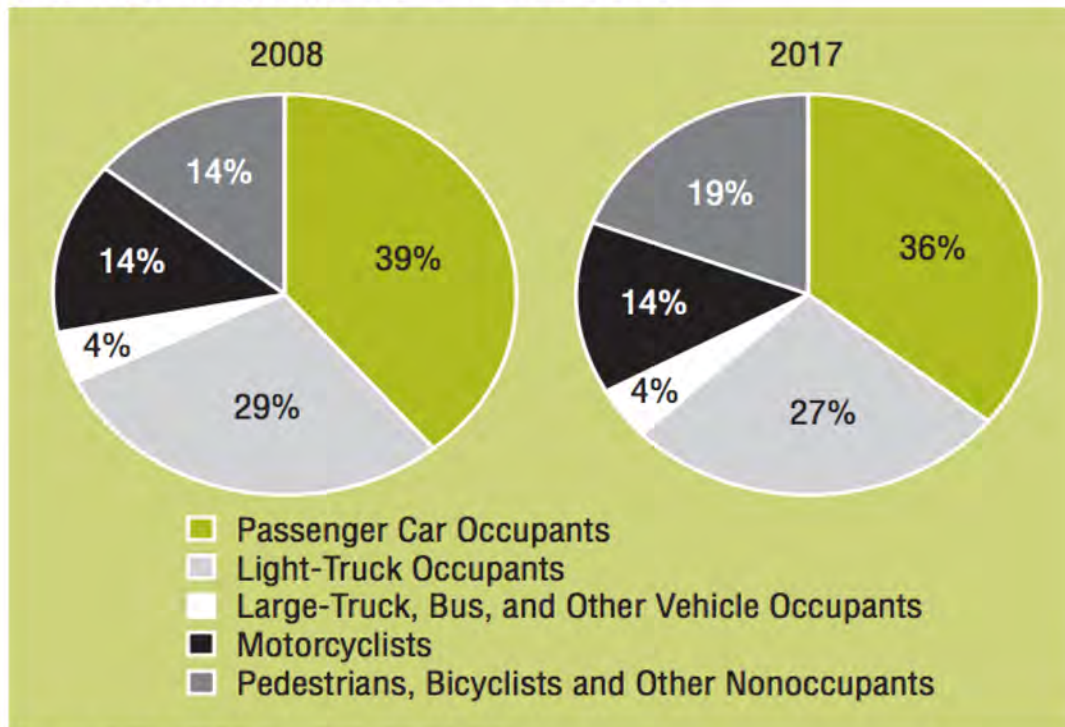


DOT HS 812 603

October 2018

2017 Fatal Motor Vehicle Crashes: Overview

Fatality Composition, 2008 and 2017



Source: FARS 2008 Final File, 2017 ARF

Note: Sum of individual slices may not add up to 100 percent due to rounding.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

APBP Survey suggestions

- Allow proactive fixes, do not only look where fatalities have been, look for dangerous road characteristics
- Create eligibility for upgrading existing bike lanes to better facilities

Funding to Bike/ped

- Fair Share for Safety; States should set aside the same percent of HSIP funding as the percent of roadway fatalities that are bicycle and pedestrian
- TMAs should get a percentage of the funding
- Extend complete streets principle to HSIP projects
- Vulnerable user set aside

PROVEN COUNTER SAFETY MEASURES

BROADENING ELIGIBILITIES / PRE-EMPTIVE SOLUTIONS/ MATCH



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety Edges_{SM}



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands in Urban and



Pedestrian Hybrid Beacon



Road Diet



Walkways



Road Safety Audit

FUNDING BEST PRACTICES

Louisiana (proactive repairs)

- Safe Routes to Public Places
- 2nd year awarded 35 bike/ped safety projects

Tennessee (Fair Share for Safety)

- % of HSIP funding for pedestrian safety = % of fatalities that are pedestrians
- New/ not implemented yet

New Jersey- a cautionary tale

- Has policy
- But current formula never funds bike/ped

SET ASIDE / VULNERABLE USERS

Background

- States focus on roads that connect cities to cities not to roads within communities
- Safety formulas focus on hot spots, and bike/ped crashes happen along corridors
- States have reported on nonmotorized safety performance measure

Legislative Fix

- Make HSIP work like CMAQ
 - Create non-attainment areas based on fatalities per population
 - Require funding be spent in those areas



OTHER SURVEY RESPONSES

COMPLETE STREETS

The FAST Act included language requiring states to consider all users when constructing or reconstructing National Highway System (non-interstate roads). How effective has this been in your state, how can we make it more effective.

- Require a complete streets check list
- Evaluate the new Florida context classification process for federal legislative ideas.

OTHER CONCERNS- APBP SURVEY RESULTS

Bike Commuter Benefit

Transit

- Eligibility for first mile, last mile connections to transit
- Bike share should be eligible for transit funding, but only if we can get a bigger slice of the transportation pie for transit.

Education and encouragement

- Make education and encouragement activities eligible work under Consolidated Planning Grant funding.
- Make 405 (h) funding easier to access

Need a bigger vision for active transportation

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

May see a push incentivizing CMAQ funds for PM 2.5-

- Specifically for Diesel retrofits

For those who use CMAQ for bike/ped

- Have you been able to measure benefits of the connected network vs. just the leg the funding builds?



PLANNING

PILOT PROGRAM FOR ACCESS DATA

Goal: To improve transportation planning by giving states and MPOs access data

Based on HR 4241: *Transportation Access and System Connection Act* and **S. 3491:** *COMMUTE*

Mobility Data

- Travel speed
- Level of service
- Number of vehicles/ persons
- Measured at one specific point

Access Data

- Ability to travel between place of origin and destinations
- Autos: Road Network
- Transit: Routes, stations
- Bike/ Ped: facilities and road type/ conditions/ stress level

MADISON, WI EXAMPLE

Perry St. bike connection project area



<https://goo.gl/maps/FbzyR1594Cr>

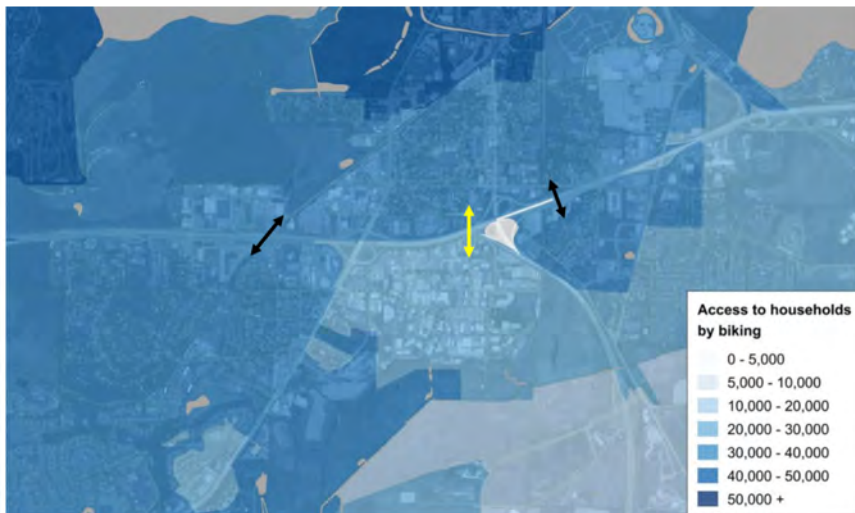
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Data by Sugar Access (Citilab)
Analysis by Smart State Transportation Institute (SSTI)

ACCESSIBILITY MODEL

■ THE MODEL

- Assumes nearby highway interchanges are not safely “bikeable.”
- Assumes an average bicycling speed of 8.5 MPH
- Takes into account biking conditions on roads such as traffic speed, number of lanes and type of roads



RESULTS

- **Building that bike/ped bridge would result in:**
 - 5,692 households gain access to shops, jobs and other opportunities south of the Beltline Highway within a 15-minute bike ride.
 - 21,105 households gain access to shops, jobs and other opportunities south of the Beltline Highway within a 30-minute bike ride.





RESILIENCY

BICYCLING AND STORM RESILIENCY

Adaptive Transportation: Bicycling Through Sandy's Aftermath

By Mina Keyes on Nov 28, 2012 | 4 Comments



Volunteers use bikes to transport donated goods to hard-hit areas like Red Hook and the Rockaways after Superstorm Sandy / Photo: Brennan Cavanaugh via Flickr



Caron Whitaker @CaronWhitaker · 29 Apr 2017
Thanks to EMS at #colmatemarch using bikes to reach marchers if necessary

NEWS TRANSPORTATION

Houston Bike Share is replacing cars with free bikes after Harvey

It's already secured 400 bike donations from two major manufacturers

By Jenny Xie | Sep 15, 2017, 3:40pm EDT



Rafael Mendoza delivers essential supplies with his bike cart twelve hours a day. Andalusia Knoll Soloff

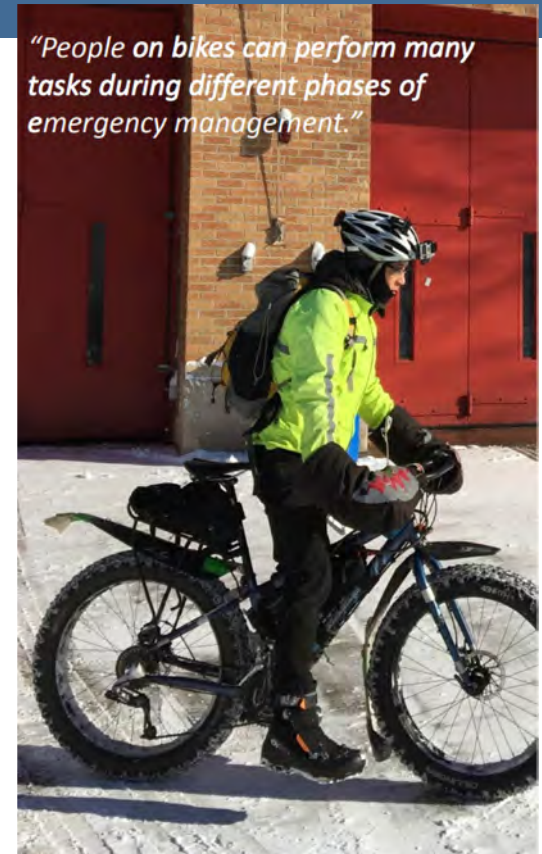
ACTIVE TRANSPORTATION INFRASTRUCTURE IN RESILIENCY PLANS

- **Include active transportation escape routes and connections to transit when planning for disaster**
- **Reinforce active transportation infrastructure to be resilient to anticipated emergencies**
- **Prioritize restoration of damaged active transportation infrastructure**

PILOT PROGRAM: DISASTER RELIEF MOBILIZATION



The lineup at the beginning of the 2015 Portland Disaster Relief Trials, which included 45 competitors.



"People on bikes can perform many tasks during different phases of emergency management."

Pictures from Alta Planning

QUESTIONS

Caron@clwconsulting.net