

Bike/ Ped bills introduced in the House vs. House INVEST and Senate ATIA bill

Transportation Alternatives	Current Law	HR 5231: Transportation Alternatives Enhancement Act Introduced by Reps. Espaillat (D-NY) and Larsen (D-WA)	House INVEST Act	Senate ATIA Act
Increase funding	TA capped at \$850 million/year	Change to 10% of STBG program	Included in bill (estimated ~1.5 b in 2022)	\$1.2 billion in first year (a 40% increase) and increase to \$1.3 billion by last year
	50% - state grant program 50% - population pot	34% goes into state program 66% goes to population pot	included in bill	42.5% goes into state program 57.5% goes to population pot
Local Control	Large MPOs don't have obligation authority	Allow large MPOs to obligate funds and implement projects	included in bill	Included in bill
	Small MPOs (population <200,000) are not eligible	Make Small MPOs eligible	included in bill	Included in bill
	States can transfer up to 50% of TAP to other programs	States can only transfer TAP \$ if they : hold a competition, offer technical assistance, and did not receive enough qualified projects.	Included in bill (States can only transfer 50% of state grant program funds if they meet requirements.)	Not included in bill
Transparency	States required to report on aggregate # of projects and costs, and # and cost of funded projects	Requires states to include list of projects and year awarded and obligated	Included in bill	Not included in bill

	CURRENT LAW	HR 5231: Transportation Alternatives Enhancement Act Introduced by Reps. Espallat (D-NY) and Larsen (D-WA)	HR INVEST Act (House Transportation Bill)	ATIA (Senate Transportation reauthorization bill)
State Flexibility	No money for technical assistance	Up to 5% of TA funding can be used for technical assistance by local governments	included in bill	Up to 7% for technical assistance
	All projects require a 20% local match	Allow States to use HSIP (safety funding) for local match for safety projects	included in bill	Included in bill
		Require states to meet the 20% local match but give states some flexibility on the project level	included in bill	Included in bill
	No rule on suballocating 100% of TA funds	Allow states to suballocate 100% of TA if there is transparent tracking of funds and FHWA approves plan	Included in bill	Included in bill

SAFETY	CURRENT LAW	Legislative Proposal	House INVEST bill	Senate ATIA bill
<p>HR 3040 – SAFE Streets Act</p> <p>Introduced by Rep Brownley (D-CA) Rep. Espaillat (D-NY)</p>	<p>States spend less than 1% of safety funds fixing dangerous places for people who bike and walk</p>	<p>Require states to use some of their HSIP funds on vulnerable user safety in areas with higher than average fatality rates</p>	<p>States above median of Vulnerable Road User fatalities and serious injuries per capita must <u>Obligate</u> portion of STP (non-TA, non- suballocated) on VRU safety. STP= ½ their 2020 TA</p>	<p>New funding for bicyclist and pedestrian safety in states and urbanized areas with high rates of fatalities</p> <p>Incentives for better planning that reduces fatalities</p>
	<p>Funds only run through state DOTs</p>	<p>Suballocate funding for Large MPOs</p> <p>In other areas, state must consult with local governments</p>	<p>Requires all states to do Vulnerable Road User Assessment. Must Consult with MPOs.</p>	<p>65% of new funding and an additional \$250 million per year sub-allocated</p> <p>Incentive program for states that publish data on bicyclist and pedestrian fatalities and spending on safety fixes related to fatalities</p>
		<p>Applies to all HSIP funding</p>	<p>Effects STP funding</p>	<p>Applies to new HSIP funding</p>
<p>HR 4819 – Vision Zero Act</p> <p>Introduced by Rep Blumenauer (D-OR) Rep Buchanan (R-FL)</p>	<p>Not in current law.</p>	<p>Defines a Vision Zero plan as a local government plan to eliminating traffic deaths within 20 years. Must include plan to ensure equity in benefits. / avoid disproportionate enforcement.</p>	<p>Included “toward zero deaths” plan</p>	<p>Not included in bill.</p>
	<p>Not in current law.</p>	<p>Adds creation and implementation of Vision Zero plans as eligible uses of STBGP, HSIP, and CMAQ.</p>	<p>Eligible in STP and HSIP</p>	<p>Not included in bill.</p>
	<p>Not in current law.</p>	<p>Requires states to consider speed reduction and speed mitigation in safety plans.</p>	<p>Safe Systems required to be considered in SHSP</p>	<p>Not included in bill.</p>

ISSUE	CURRENT LAW	LEGISLATIVE PROPOSAL	House INVEST Act	Senate ATIA Act
HR 5891: Safe Routes to School Expansion Act Anthony Brown (D-MD)	No programmatic work funded out of HSIP Only certain projects can be funded at 100%	Expands SRTS to High Schools Expands bike/ped and SRTS to list of projects that can be funded at 100% federal Allows HSIP for programing	Included in bill- HS expansion, 100% funding SRTS Coordinators funded by HSIP or STP SRTS Clearinghouse funded through US DOT Admin funds	Expands SRTS to High Schools SRTS eligible in HSIP
HR 1517 COMMUTE Act Desaulnier(D-CA) and Curtis (R-UT)	No access data provided to state and local governments.	Create pilot project to provide access data to five states and 15 local governments	NEW performance measures for Access to jobs and services, across modes Included in many programs' goals	COMMUTE ACT included in bill
HR 2663 Complete Streets (Cohen, D-TN)	States are encouraged to adopt Complete Streets standards	States use 5% of highway funds to create a Complete Streets grant program for local governments; requires DOTs to create Complete Streets design standards	Requires US DOT to write guidance for Context Sensitive and Complete Streets design. Including model policy and procedures	2.5% of planning money must be spent on Complete Streets, bike/ped, transit access plans
HR 1507: Bicycle Commuter Act Blumenauer (D-OR) Buchanan (R-FL) Pressley (D-MA)	Bike Benefit for employees repealed in 2017 Tax Reform	Recreates and improves bike commuter benefit to make it: pre-tax, usable with transit benefit, etc.	N/A - will come up in Ways and Means Committee	Not in bill (finance title not written yet)
HR 4001: Bikeshare Transit Bill (same)	Bikeshare not defined in transportation law, The bikes in bikeshare not eligible for transit	Defines bikeshare, makes it eligible for transit and CMAQ funds	Bike share projects eligible for Transit and CMAQ funds	Not in bill (transit title not written yet)

ISSUE	CURRENT LAW	LEGISLATIVE PROPOSAL	House INVEST Act	Senate ATIA bill
HR 5642: Active Transportation on Public lands Huffman (D-CA) and Lipinski (D-IL)	No set aside for active transportation	Creates a 5% set aside for active transportation out of the Federal Lands Access Program and the Federal Lands Transportation Program	Not included in bill	Not included in bill
HR 5696: Connecting America's Active Transportation Pappas (D-NH)	No program	Creates new \$500 million/ year grant program for communities to build networks within communities and active transportation connections (spines) between communities	One year \$250 million grant program	Not included in bill
HR 5797: RTP full funding Act Welch (D-VT) and Curtis (R-UT)	RTP funding based on 2009 levels	Requires study of revenue from recreational vehicles gas tax. <u>Increases RTP</u> <ul style="list-style-type: none"> • Pre- Study: from \$84 m to \$125m until study finished • After study: to 50% of Rec gas tax 	Study not included Funded increased 175% from \$84 million - ~ 145 million	Study is in Senate bill No increase in funding (stays at \$84 m)
Bike for emergency relief (No bill introduced)	No funding	Create pilot project for local governments to plan for and train to use bikes in emergency relief efforts	Not included in bill	\$1 million per year for select communities to work with a bike/walk organizations and community development organization
Change Emergency Relief rules (No bill introduced)	Supports communities building back destroyed infrastructure exactly as it was (except in a few cases)	Allow communities to build back improved infrastructure (such as Complete Streets improvements)	Not included in bill	Encourages Complete Streets/access for middle- and low-income families