



The Asks for National Bike Summit 2019

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AGENDA

Asks for 2019 National Bike Summit

- Bicycle Commuter Benefit
- COMMUTE Act
- Prioritizing Vulnerable User Safety
- Improving Transportation Alternatives



HOW TO PREPARE

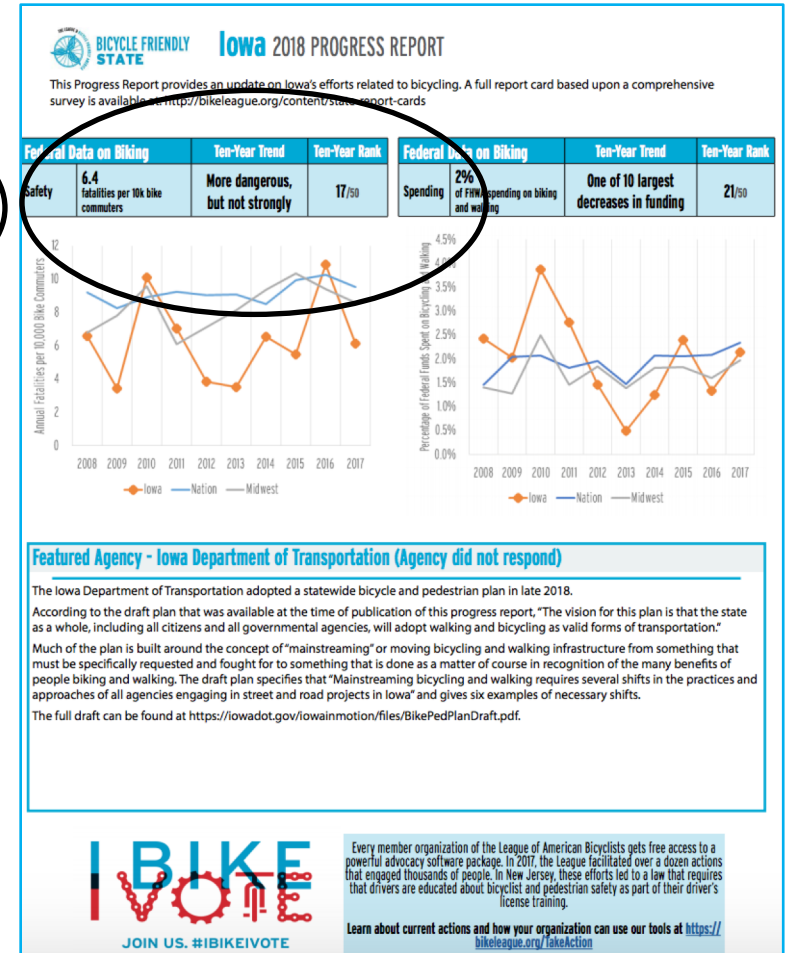
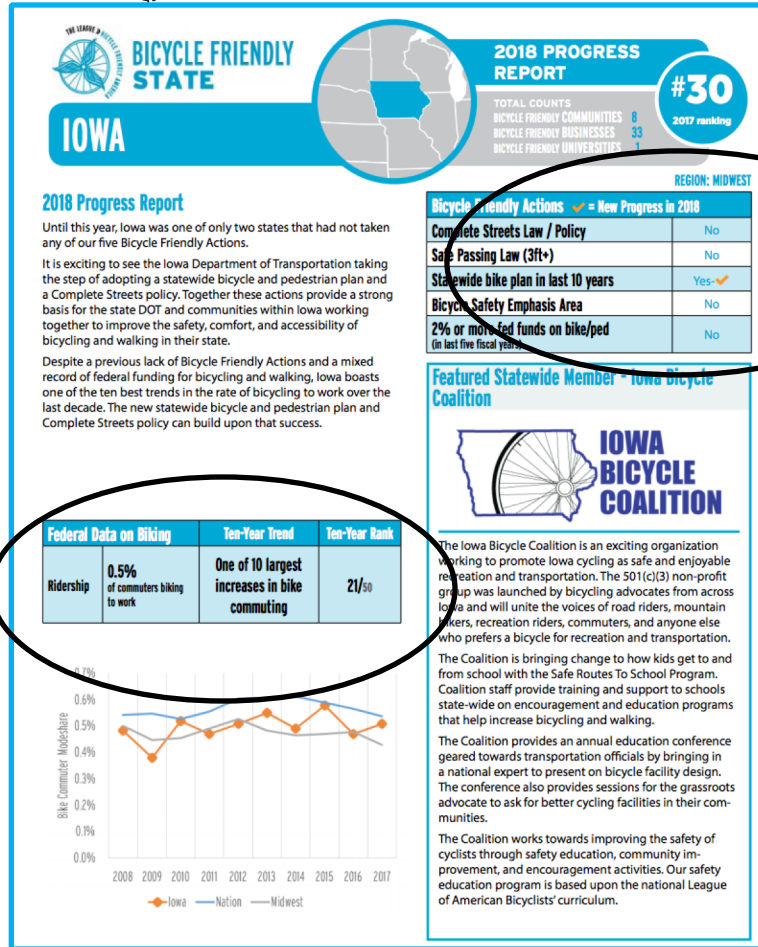
Research

- Your member of Congress, Senators
- Local examples of projects
- Local support (local electeds, business support)
- League blog on lobbying packets





BIKING IN YOUR STATE



<https://bikeleague.org/content/progress-reports>



BICYCLE FRIENDLY AWARDS



TENNESSEE Bicycle Friendly America Awards League of American Bicyclists

| Bicycle Friendly Community | Award Level | Population | Jurisdiction | Congressional District |
|----------------------------|-------------|------------|------------------------|------------------------|
| Knoxville | Bronze | 178,874 | Town/City/Municipality | 2 |
| Chattanooga | Silver | 171,279 | Town/City/Municipality | 3 |
| Nashville-Davidson County | Bronze | 634,464 | County | 5 |
| Memphis | Bronze | 657,457 | Town/City/Municipality | 9 |

Total: 4 BFCs 1,642,074 Residents

| Bicycle Friendly Business | Award Level | Number of Employees | Industry | City | Congressional District |
|--|-------------|---------------------|-------------------------|-------------|------------------------|
| Mast General Store - Knoxville | Silver | 40 | Hospitality/Food/Retail | Knoxville | 2 |
| Bike Chattanooga | Bronze | 5 | Non-Profit/Government | Chattanooga | 3 |
| HUB Endurance | Bronze | 6 | Bicycle Industry | Chattanooga | 3 |
| Outdoor Chattanooga | Gold | 6 | Non-Profit/Government | Chattanooga | 3 |
| The Crash Pad | Bronze | 5 | Hospitality/Food/Retail | Chattanooga | 3 |
| Trek Store Chattanooga | Bronze | 6 | Sales/Retail | Chattanooga | 3 |
| Volkswagen Group of America, Chattanooga Operations LLC. | Bronze | 2,600 | Manufacturing/Research | Chattanooga | 3 |
| Scott's Bicycle Centre | Silver | 8 | Bicycle Industry | Cleveland | 4 |
| Cumberland River Compact | Bronze | 8 | Non-Profit/Government | Nashville | 5 |

<https://bikeleague.org/bfa/awards>



STATE TA DATA

Transportation Alternatives Spending Report Ohio 2016 & 2017

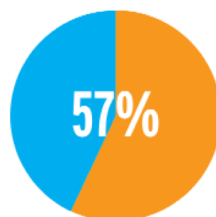


What is the Transportation Alternatives Set-Aside?

The 2015 FAST Act requires states to publicly report data about their transportation alternatives* application process. 2016 was the first year states reported the following data; the number of applications they received for transportation alternative projects, the aggregate cost of those applications, and the number of projects they funded, and the aggregate cost of projects funded (total and by project eligibility).

Since this data has been reported, the percentage of unfunded projects has increased each year. The cost of unfunded projects has also increased - more than \$300 million in the last year alone.

The national total authorization for TA was \$850 million in FY 2019.



of Applications Not Funded in Ohio

On average, states did not fund 54%
of applications

\$41,827,145

Unfunded Project Costs in Ohio

\$1,918,233,101

Unfunded Project Costs Nationwide in 2018

| | Total Number of Project Applications Received | Total Cost for Project Applications Received | Total Number of Projects Selected | Total Cost of Projects Selected |
|-----------------------------------|---|--|-----------------------------------|---------------------------------|
| Pedestrian and Bicycle Facilities | 192 | \$77,344,869 | 93 | \$41,041,062 |
| Recreational | 109 | \$9,536,714 | 31 | \$6,699,179 |
| Safe Routes to School | 2 | \$787,500 | 1 | \$87,500 |
| Total** | 317 | \$95,909,317 | 136 | \$54,082,172 |

* The FAST Act changed Transportation Alternatives from a stand alone program to a set aside in the Surface Transportation Block Grant Program, project eligibilities remained the same.

** These figures include all proposal submissions, not just the bicycle and pedestrian facilities, recreational and Safe Routes to Schools detailed here.

For more information please review FHWA's state sheets https://www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/ or contact your state Department of Transportation.



PICK THE BEST STORY

Transportation Alternatives Spending Report Ohio 2016 & 2017

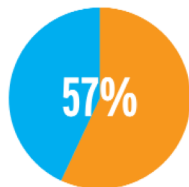


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BICYCLE FRIENDLY STATE

IOWA



2018 PROGRESS REPORT

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 8
BICYCLE FRIENDLY BUSINESSES 33
BICYCLE FRIENDLY UNIVERSITIES 1

#30
2017 ranking

REGION: MIDWEST

2018 Progress Report

Until this year, Iowa was one of only two states that had not taken any of our five Bicycle Friendly Actions.

It is exciting to see the Iowa Department of Transportation taking the step of adopting a statewide bicycle and pedestrian plan and a Complete Streets policy. Together these actions provide a strong basis for the state DOT and communities within Iowa working together to improve the safety, comfort, and accessibility of bicycling and walking in their state.

Despite a previous lack of Bicycle Friendly Actions and a mixed record of federal funding for bicycling and walking, Iowa boasts one of the ten best trends in the rate of bicycling to work over the last decade. The new statewide bicycle and pedestrian plan and Complete Streets policy can build upon that success.

| Bicycle Friendly Actions | New Progress in 2018 |
|--|----------------------|
| Complete Streets Law / Policy | No |
| Safe Passing Law (3ft+) | No |
| Statewide bike plan in last 10 years | Yes |
| Bicycle Safety Emphasis Area | No |
| 2% or more fed funds on bike/ped (in last five fiscal years) | No |

Featured Statewide Member - Iowa Bicycle Coalition



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STATE DELEGATION MEETING

Monday 4-5pm

- Share your research/ knowledge on members
- Go over schedule
- Go over packet materials
- Plan for hill meetings

Focus on:
Staying on the asks!





WITHIN YOUR TEAM

Talk beforehand

- Agree on your angle for bicycling in your district
- Everyone should have 1-2 sentence introduction about who you are and why biking is important to you.
- Decide when and where to meet before meetings
(10 minutes before in hallway outside the meeting)

Assign Roles

- Who will lead the meeting
- Who will talk through the issue and make the “ask”?
- Who will take notes
- Who will bring handouts.
- Who will follow up



FOLLOW UP (PLEASE!)

Short term goal:

Get an answer —

- Get them on record
(and pls let the League know)

Longer term Goal

- Continue that relationship
- Clarify any questions you have
- Answer any questions they had
- Make the ask again





KEEP IT GOING

Stay in contact – Become a resource

- Once every month or so
- Ask about Current issues related to bicycling
- Keep them abreast of local progress
 - Events
 - New infrastructure
 - State or local policy wins
- Invite them to other local events

If there is a policy alert

- Write a personal email

Come back to the Bike Summit!



DISTRICT VISIT FOLLOW UP

If you do a district visit follow up:

- Between April 15-26th
- Send us a meeting report
- (Hopefully social media post and a picture)
- \$25 Discount to 2020 National Bike Summit





THE ASKS



LEAGUE AGENDA FOR FEDERAL POLICY

Tax Reform changes/corrections

- Congress needs to make fixes to tax reform
- Bike Benefit Bill

Transportation Reauthorization

- Funding Asks
- Policy Asks





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.



Photo: Julia Livi



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 BENEFIT ACT OF 2019

Reinstates and improves the Bike Benefit by:

- Including Bikeshare membership and E- bikes
- Simplifies the benefit by changing it from reimbursement to benefit
 - No need to collect receipts
 - Makes benefit pre-tax
- Is part of parking benefit
 - = up to 20% (\$52/month)
 - Benefit increases each year automatically
 - Can be used in combination with transit (or parking)



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

*Congressional staff CAN NOT
combine their parking and transit-
because of Congressional rules.
But the law allows it for all of us*





WHY IT MATTERS

- States must set performance goal to shift transportation trips away from single occupancy motor vehicles
- A 4% decrease in traffic volumes in 2008, led to a nearly 30% decrease in traffic congestion nationwide.
- Investing in and encouraging bicycling can improve air quality.



BICYCLE COMMUTER BENEFIT ACT OF 2019

*Will you co-sponsor the Bicycle Commuter Benefit
Act of 2019?*

Original Sponsors:

Rep. Blumenauer (D-OR)

Rep. Buchanan (R- FL)

Rep. Pressley (D-MA)





REAUTHORIZATION PLATFORM



REAUTHORIZATION GOALS

FUNDING

- Transportation Alternatives
- Highway Safety Improvement Program
- Federal lands

POLICY

- Planning
- Storm Resiliency
- Automated Vehicles

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





SUMMIT ASKS

FUNDING

- Transportation Alternatives
- Highway Safety Improvement Program

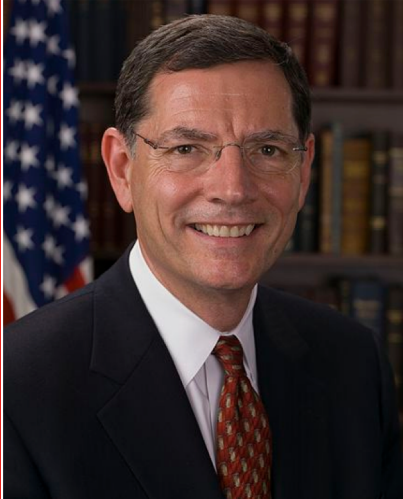
POLICY

- Planning- COMMUTE ACT





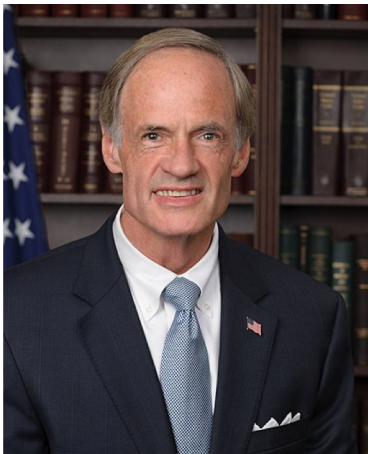
SENATE ENVIRONMENT AND PUBLIC WORKS



Chair Barrasso (WY)

Moving Fast- wants to set tone for reauthorization

- Committee members already sent priorities
- All Senate submitting priorities this March



Ranking Member Carper (DE)

- This is our opportunity to get our priorities into the first draft!



THE COMMUTE ACT



COMMUTE ACT

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

Similar to last year's Summit Ask

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



PLANNING

League is advocating for:

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>



WHAT IT DOES

- **Gives 5 states and 15 metropolitan and rural areas access data to help with planning.**
 - 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**



WHY IT MATTERS

- We need a better way to measure how well our system connects people to where they want to go—for all modes and all people.
- Understanding how infrastructure connect people to destinations can make networks more efficient with limited dollars.
- This data provides information about all the trips people take- not just their commute to work.



ASK

Will you co-sponsor the COMMUTE 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)

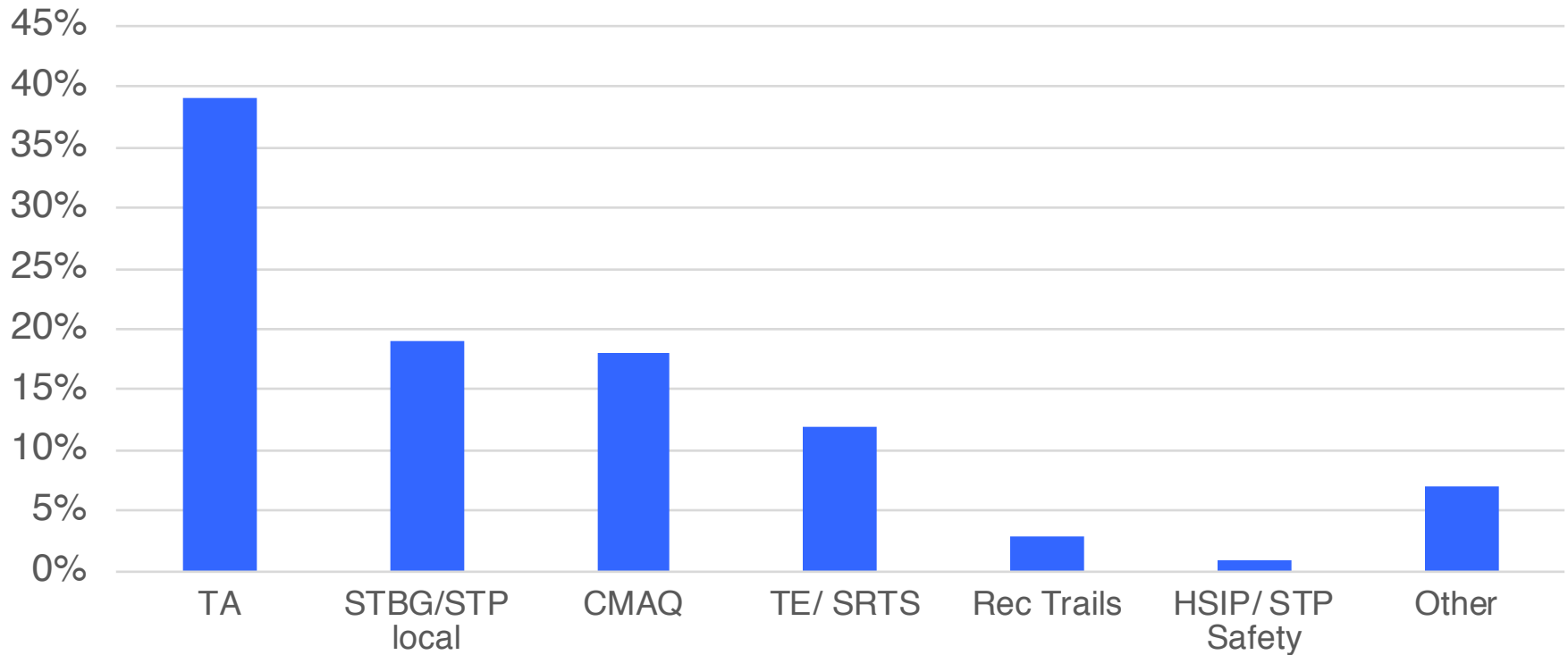




TRANSPORTATION FUNDING PROGRAMS



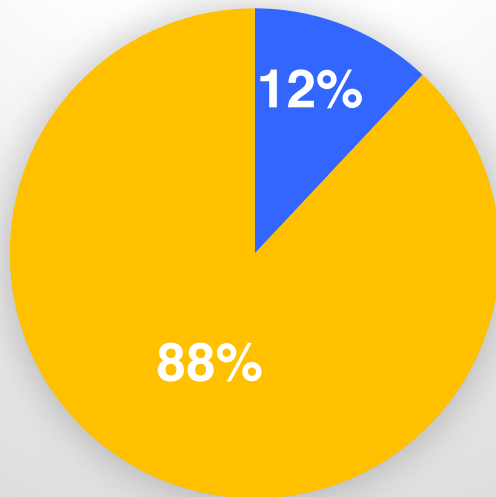
FEDERAL FUNDING FOR ACTIVE TRANSPORTATION-2016+2017



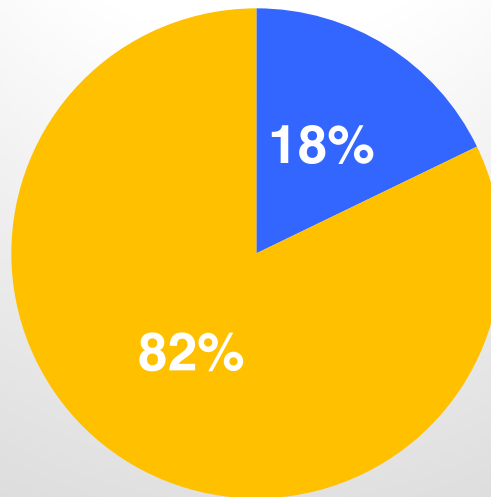


SAFETY

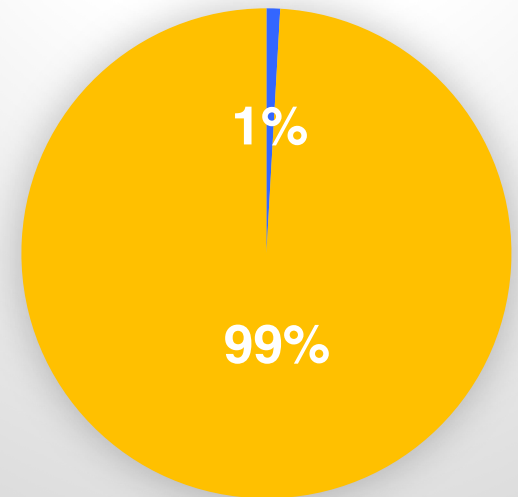
Trips



Fatalities



HSIP Funding



Pedestrians and Bicyclists

Other



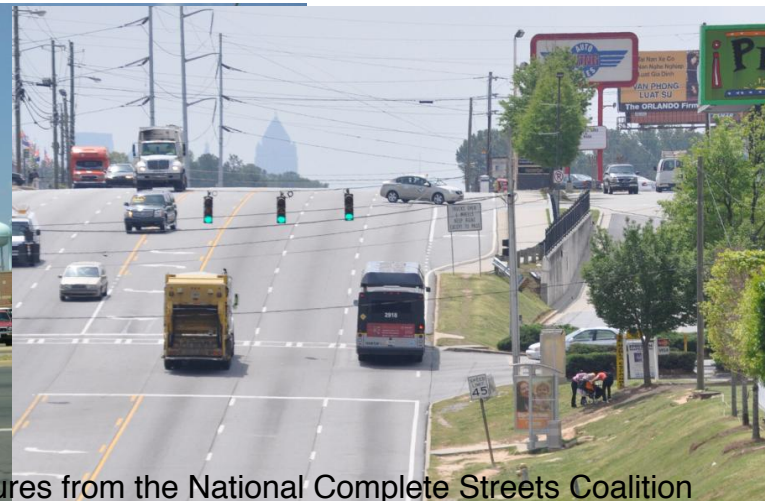
HSIP SET ASIDE FOR VULNERABLE USERS

Background

- States focus HSIP on roads that connect cities to cities, not to roads within communities

Safety formulas focus on fatality hot spots

- Pedestrian fatalities happen along corridors
- For Bicyclists, being passed from behind most dangerous



Pictures from the National Complete Streets Coalition



LEGISLATIVE FIX

If –

State/ Tribal lands has areas (MPOs, Rural areas) with a high rate of vulnerable user fatalities

» 1-1.5 fatalities per 100,000 population

Then-

State must spend safety \$\$ in those areas on Vulnerable User safety

- Sub-allocated to Large MPOs
- In consultation with local governments in other areas



SENATE ASK

We know the EPW committee is asking Senate offices for their transportation priorities this month.

Will you list bicyclists and pedestrian safety as one of your transportation priorities?





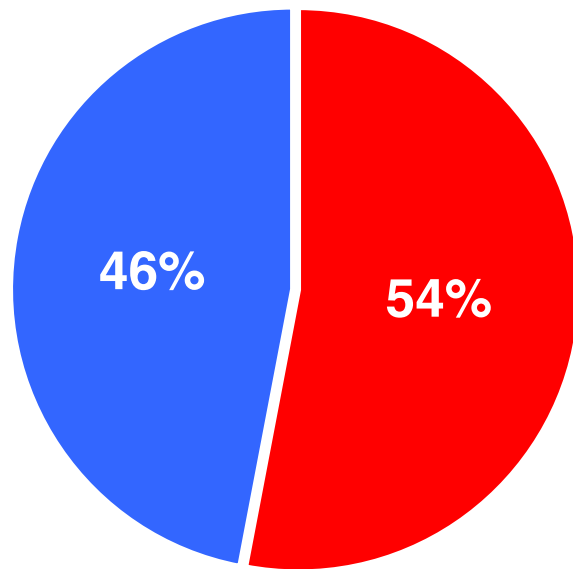
TRANSPORTATION ALTERNATIVES



TRANSPORTATION ALTERNATIVES

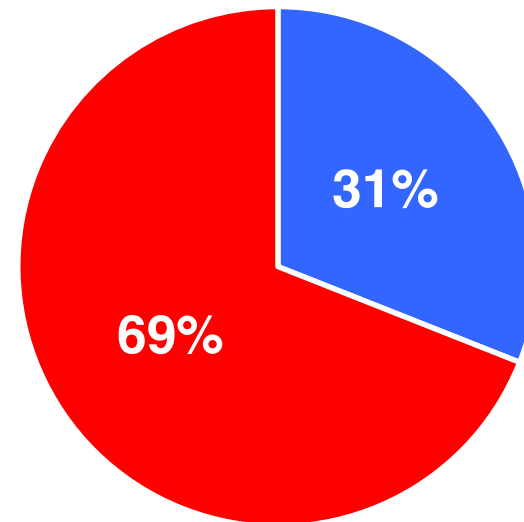
TA Annual Reports to FHWA – 2016 and 2017

Applications Selected



■ Not Awarded ■ Awarded

Overall cost of applications submitted



■ Funded ■ Not Funded

Almost \$3.5 Billion

Cost of Transportation Alternative Projects
left unfunded



\$850
million

State portion
(Minus RTP)

50%

50%

Population

State
Competitive
process

Metropolitan areas
Pop > 200,000

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
Surface Transportation Block Grant

State portion
(minus RTP)

66%

34%

Population

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.



State portion
(minus RTP)

10% of
STBGP

5% for Tech
Assistance

Option to
Suballocate 100%

66%

34%

Population

State
Competitive
process

Metropolitan areas
Pop > 200,000

Pop between
200,000- 5,000

Pop < 5,000



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.

Legislative 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

Legislative Fix:

- Make small MPOs eligible to submit TA projects



State portion
(minus RTP)

10% of
STBGP

5% for TA

Option to
Suballocate
100%

Population

State
Competitive
process

Metropolitan areas Pop >
200,000 can obligate

Pop between
200,000- 5,000

Pop < 5,000

Allow small MPOs
to apply



SENATE ASK

We know the EPW committee is asking Senate offices for their transportation priorities this month.

Will you support increased funding for, and improvements to transportation alternatives, as a priority?





REVIEW



HOUSE ASKS

Will you co-sponsor

- The Bicycle Commuter Benefit Act of 2019?
- The COMMUTE Act?

Will you support a vulnerable user safety special rule in the transportation bill?

Will you join the Congressional Bike Caucus?



SENATE ASKS

Will you cosponsor the COMMUTE Act?

Will you list

- bicyclist and pedestrian safety, and
- Increased funding, improvements to Transportation Alternatives

As transportation priorities to the EPW committee?



SEE YOU AT THE NATIONAL BIKE SUMMIT



Let's have a moment of silence for
all those Americans who are stuck in
traffic on their way to the gym to
ride the stationary bicycle.

— *Earl Blumenauer* —

AZ QUOTES