



Federal Policy Update: Planning for the Next Reauthorization

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AGENDA

- What's new in Congress?
- BIL Implementation- what do we know?
- Focus for 2024
- Thinking about Reauthorization



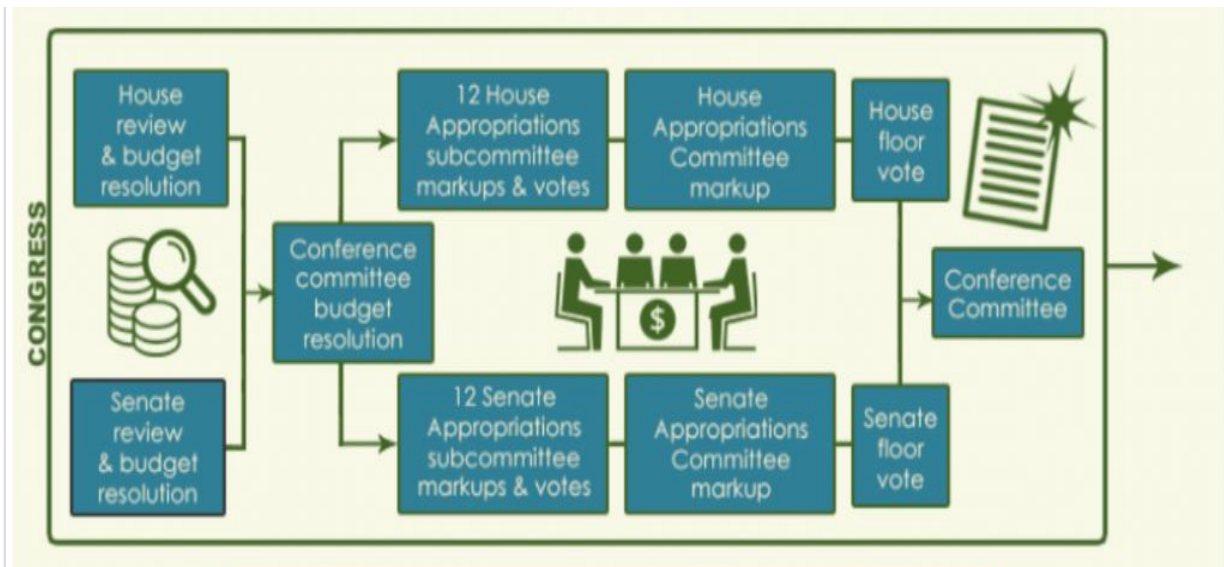
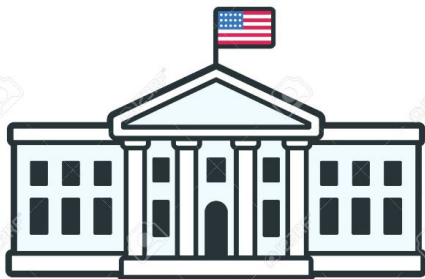


WHAT'S HAPPENING NOW?

Budget and appropriations



BUDGET TIMELINE (by Cong. rules)



Early Feb

April 15th

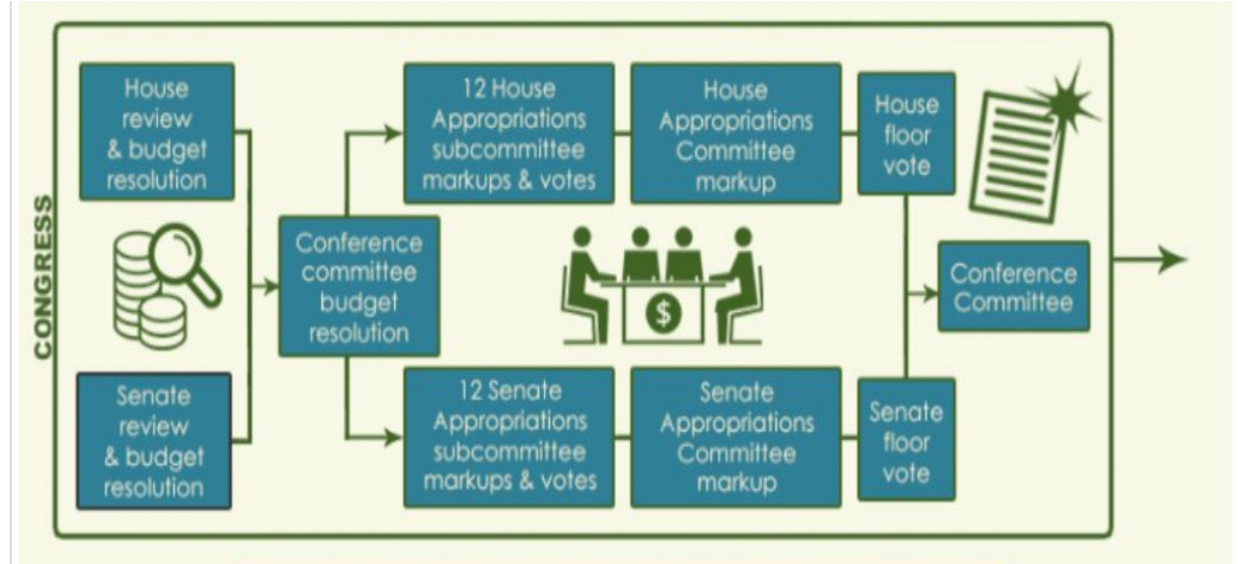
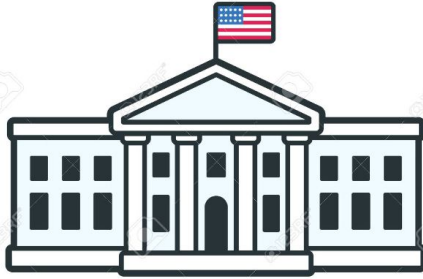
Sept 30th

Fiscal year runs from October 1- September 30th



TIMELINE- 2024 BUDGET

Fiscal year runs from Oct 1, 2023- Sept 30, 2024



March

House and
Senate never
agreed

Committees
passed
most bills

No bi-chamber
agreement .
Extended to March
1 and 8



WHAT WE ARE WATCHING

2024 Budget

- Transportation runs out 1/19
- Extended to March 1

Current situation

- Senate passed Transpo budget
- House did not (Amtrak concerns)

What we're watching

- House bill has bad policy riders
- Senate has good report language on truck side underride guards

FY 2025 Budget

- Agencies and White House working on President's budget

What we are watching for

- ATIIP
- Healthy Streets
- CDC funding for Active People Healthy Nation



US DOT GRANTS UPDATE

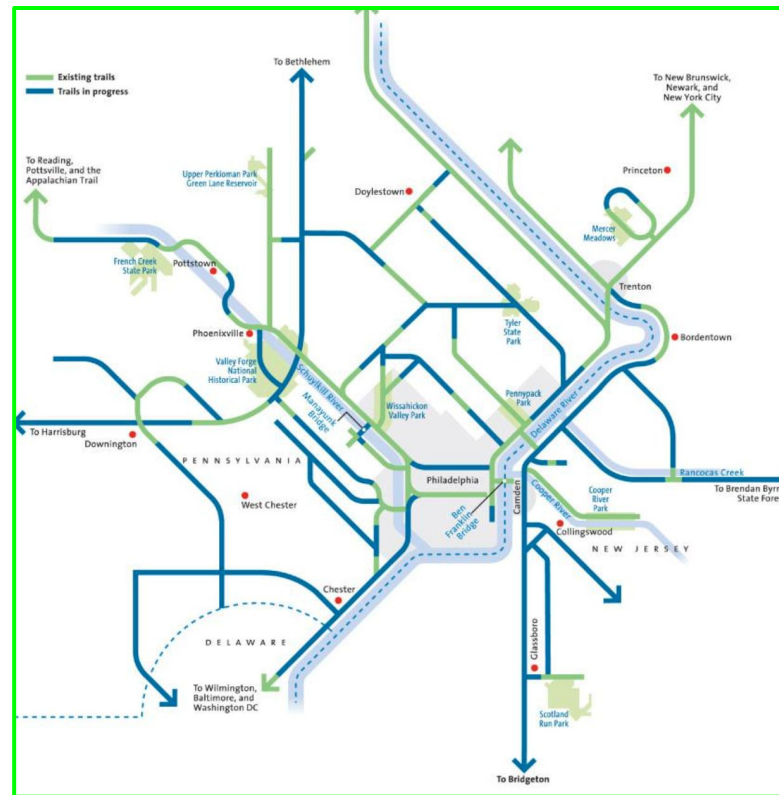


GRANT NOFO TIMELINES

RAISE grants open now- Due February 28th

- For hard to build projects
- Multi- jurisdictional and multi-modal projects
- 50% urban/ 50% rural
- Set aside for disadvantaged communities

-



Circuittrail.org -Multi state
bike/ped trail system



SAFE STREETS FOR ALL

Coming in February

Planning grants now cover:

- demonstration projects,
- Walk and bike audits
- Equity and Health impact assessments
- Engagement strategies
- Any additional planning needs



Using duct tape, these volunteers are creating a pop-up buffered bike lane in Burlington, Vermont. Photo: Street Plans Collaborative

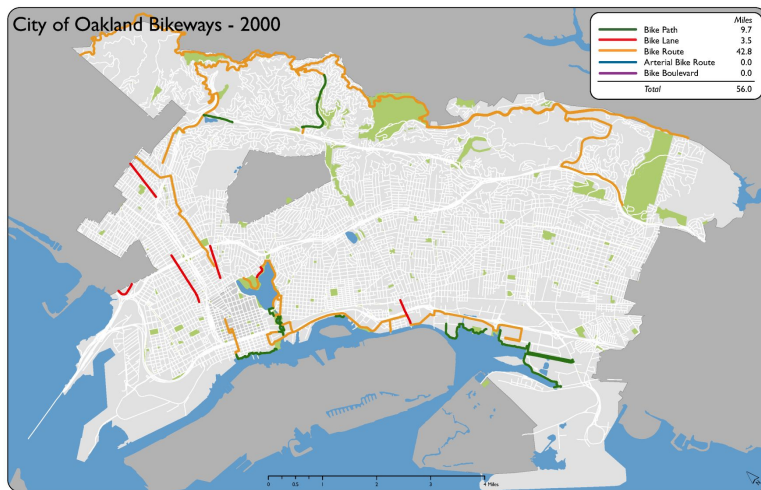


Hay bales, spray paint, and traffic cones are used to create curb extensions to narrow the street in order to slow traffic and shorten the crossing distance for people walking. The temporary crosswalk makes it clear that children will be crossing the street here to reach their school. Photo: Alta Planning + Design



ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM

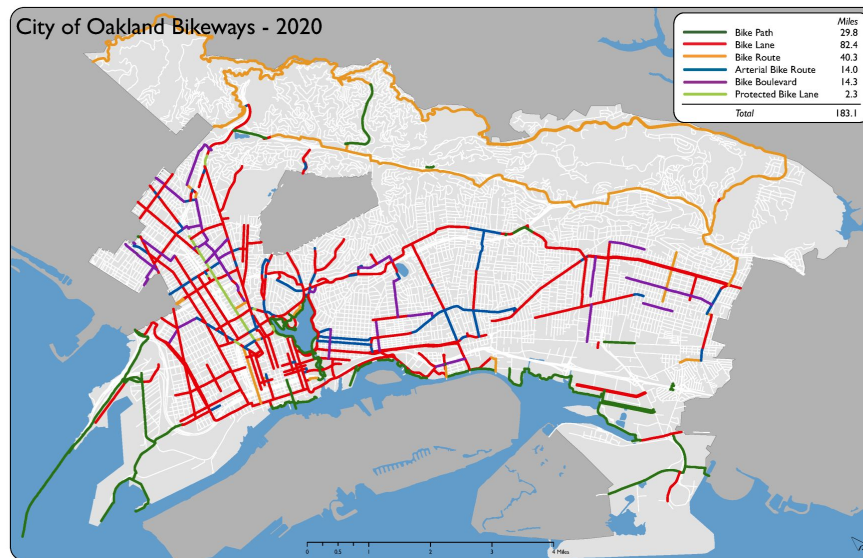
Grants to local governments to build out Active Transportation networks or spines



Oakland's Bikeway Network and Data Management
Presentation

City of Oakland, Department of Transportation- Safe
Streets Division

Presented February 8, 2022





IJA/ BIL



TIMELINE- REAUTHORIZATION

DEC 2021- IIJA/ BIL passes

2022- US DOT Agencies release guidance set rules for implementation

FY 2022 and 2023- The BIL is implemented

2024- Interest groups/ Congress shop around ideas for next reauthorization

JAN 2025- Reauthorization debate begins in Congress

DEC 2026- IIJA/BIL expires



LEAGUE REAUTHORIZATION TIMELINE

Fall 2023- brainstorm meetings with Summit State Coordinators

January 2024- Survey to State and local leaders, advocates and APBP

March 2024- National Bike Summit- share results, hear from key partners

Summer 2024- Identify top asks for Reauthorization, and interest from Congressional partners

Fall 2024- Work on specifics with national partners, Congressional leads

March 2025- Introduce top priority legislation.



SURVEY- Citizen Advocate

We want to know what you are seeing in your community.

- Have you seen new opportunities under IIJA?
- Have you seen/heard more or less interest in building bicycle and pedestrian infrastructure?
- What do you wish your community was doing more of?



SURVEY - State and Local organizations/ practitioners, etc.

Specific questions about different funding sources:

- Transportation Alternatives
- Highway Safety
- Carbon Reduction
- Safe Streets for All



UNFINISHED BUSINESS

Langenkamp Safety Act

- Making it easier to fund bike/ped safety infrastructure



Truck side guards

- Senate appropriations/ budget bill includes our Summit 23 ask.
- Still waiting to see if final bill will



Source:UMass Traffic Safety Research



TRANSPORTATION ALTERNATIVES



TRANSPORTATION ALTERNATIVES

- Pre- IIJA - 50% of all federal dollars came from this program.
- Local governments apply to state DOT and/or MPO for funding

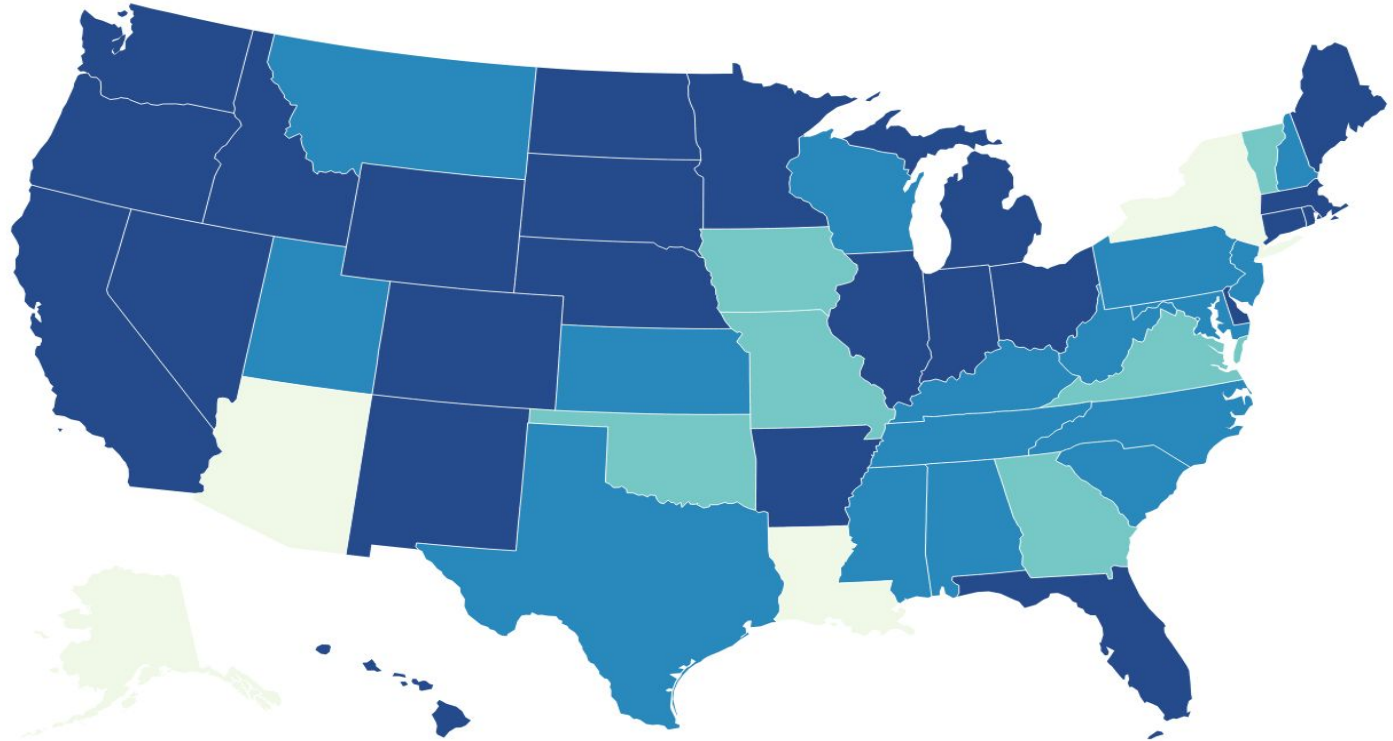
Changes in IIJA

- 70% increase in funding
- States allowed to use 5% for technical assistance
- Made it harder for states to transfer (Arizona, Texas)
- Gave states flexibility on local match (Louisiana, Ohio)



TRANSPORTATION ALTERNATIVES- PRE-IIJA (post transfer, non RTP) 10/1/23

 < 75 75-80 80-90 ≥ 90

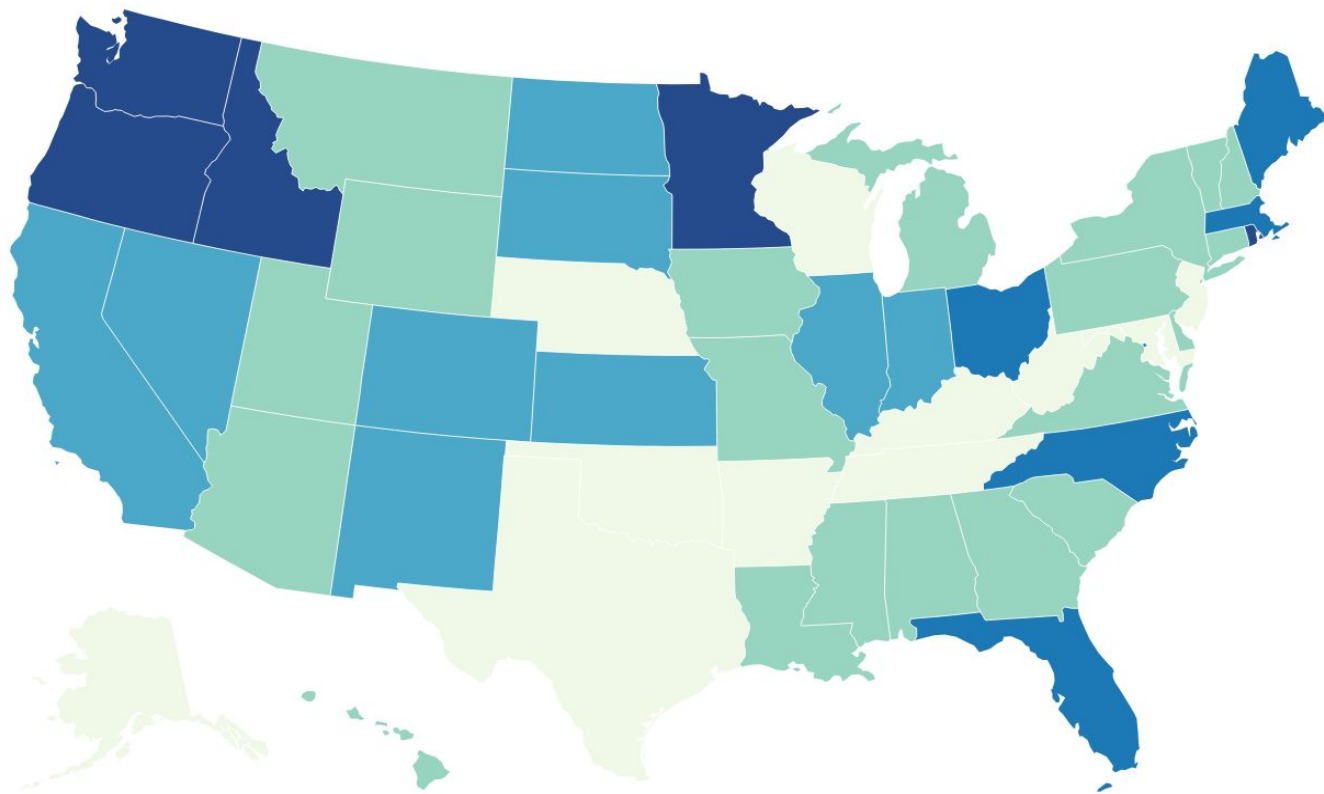




TAP OBLIGATION RATES (IIJA)

Post transfers and no RTP

< 20 20-40 40-60 60-80 ≥ 80





TAP- STATE OF THE STATES

Transportation Alternatives Program - State of the States

September 30, 2023



Questions? Contact marisa@saferoutespartnership.org

This chart details each state's progress in obligating funds in the Transportation Alternatives Program (first created in 2013). New TAP funds are made available annually, and the total a state has received is reflected in the Funding Available column.

Obligation is a technical term reflecting the amount the state has expended or contracted to spend on awarded projects. It measures a state's progress in holding funding competitions, selecting projects, and moving forward on implementation of projects.

Transfers are when a state chooses to transfer a portion of TAP (up to 41% is allowed provided that a state has first held a competition, provided technical assistance, and there were not enough suitable projects) to other road projects.

Lapsed funds happen when a state fails to obligate the funding within 4 years and the funds revert back to the federal government. If a state has transferred or let funds lapse, it means less money for Safe Routes to School, biking and walking.

Funds flagged as "Funds Lapsing on 10/1/23" are any TAP funds from FY2020 that, if not obligated by 9/30/23, will lapse and be returned to the federal government, no longer available for TAP grants.

State	Total Funding to state FY13 - present	Bipartisan Infrastructure Law FY22-Present							
		Funding Available (FY22 - present)	Total Obligated on Projects	Total Obligated on Tech. Asst.	Percent Obligated*	Change from Prior Quarter	Total Transferred by State (FY22 on)	Total Let Lapse by State (FY22 on)	Funds Lapsing on 10/1/23
ALABAMA	\$ 193,290,381	\$ 54,544,963	\$ 16,277,574	\$ 80,000	30%	\$ 2,769,420	\$ 13,390,231	\$ 1,037,864	\$ -
ALASKA	\$ 64,785,451	\$ 19,247,429	\$ 2,558,963	\$ -	13%	\$ (10,937)	\$ -	\$ -	\$ -
ARIZONA	\$ 192,101,733	\$ 54,376,748	\$ 17,323,481	\$ -	32%	\$ 6,574,392	\$ -	\$ -	\$ -
ARKANSAS	\$ 120,501,028	\$ 34,042,872	\$ 5,206,028	\$ -	15%	\$ 1,755,951	\$ -	\$ -	\$ -
CALIFORNIA	\$ 852,935,007	\$ 237,343,540	\$ 141,063,031	\$ -	59%	\$ 17,155,000	\$ -	\$ -	\$ -
COLORADO	\$ 131,076,668	\$ 37,120,374	\$ 17,609,747	\$ -	47%	\$ 10,278,780	\$ -	\$ -	\$ -
CONNECTICUT	\$ 105,776,839	\$ 29,575,941	\$ 6,210,487	\$ 624,000	23%	\$ 3,276,833	\$ -	\$ -	\$ -
DELAWARE	\$ 35,473,857	\$ 10,561,593	\$ 3,687,936	\$ -	35%	\$ 858,702	\$ -	\$ -	\$ -
DIST. OF COLUMBIA	\$ 30,520,348	\$ 9,158,909	\$ 6,496,282	\$ -	71%	\$ 4,811,860	\$ -	\$ -	\$ -



CHANGES STILL NEEDED?

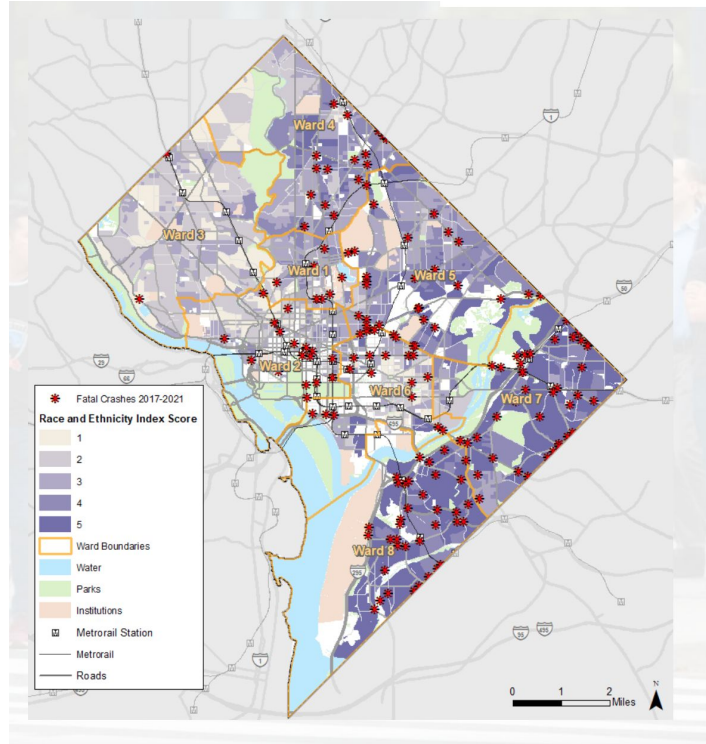
- Making it easier to use HSIP as the Match (Langenkamp Safety Act)
- Reduce permitting process
 - Transferring project to FTA has helped
 - Understanding where the delay is/ what the cause is



HIGHWAY SAFETY



VRU SAFETY ASSESSMENTS



Due November 15, 2023

Should be added to
Strategic Highway Safety
Plans.

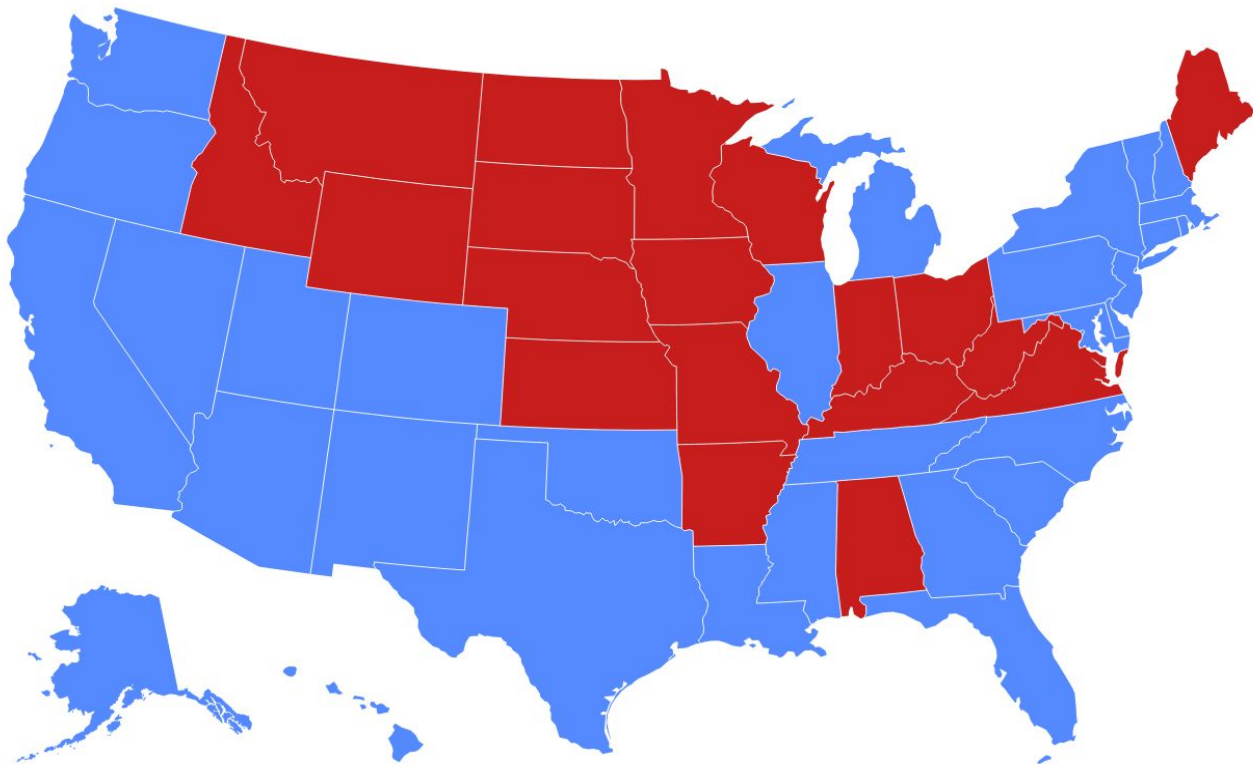
FHWA planning a February
workshop



Blue state qualify

All qualified states
obligated 100% of VRU
special rule in FY 2023

~\$350 million/yr



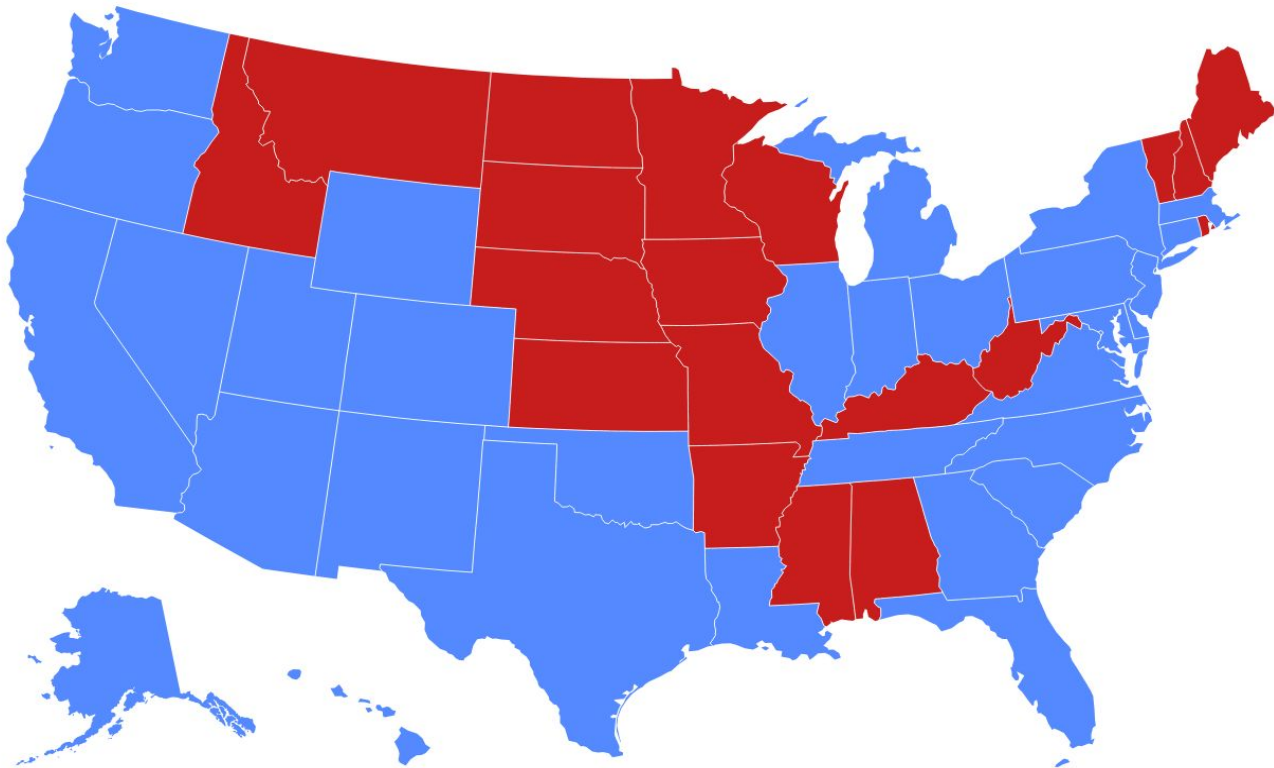
Source: FHWA • Created with Datawrapper



Blue states qualify

VT, NH, MS and RI no longer qualify

IN, OH and VA qualify for the first time



Source: FHWA • Created with Datawrapper



VRU SAFETY QUESTIONS?



VRU Assessments

Consultation with MPOs and other stakeholders?

Incorporation of locally identified projects?

Does the safety assessment identify specific projects?

VRU Special Rule

What did your state spend the money on?

How are those projects connected to local priorities?

Did this change their HSIP process (VA, NC)?



WHAT'S NEXT FOR SAFETY?

- Langenkamp bill
- Financial incentives for Proven Safety Countermeasures
- Speed management

Speed Management



[Appropriate Speed
Limits for All Road
Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)



PROVEN SAFETY COUNTERMEASURES

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)

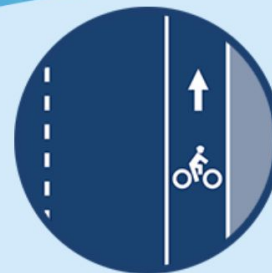
Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁷

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁷



Safety Benefits

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes



CLIMATE PROGRAMS

GHG Performance measure-

- Required by February 2024
- Goals must show declining emissions
- Should be integrated to larger Transportation Improvement Plans

Carbon Reduction Program

- Slightly smaller than Transportation Alternatives
- New under BIL



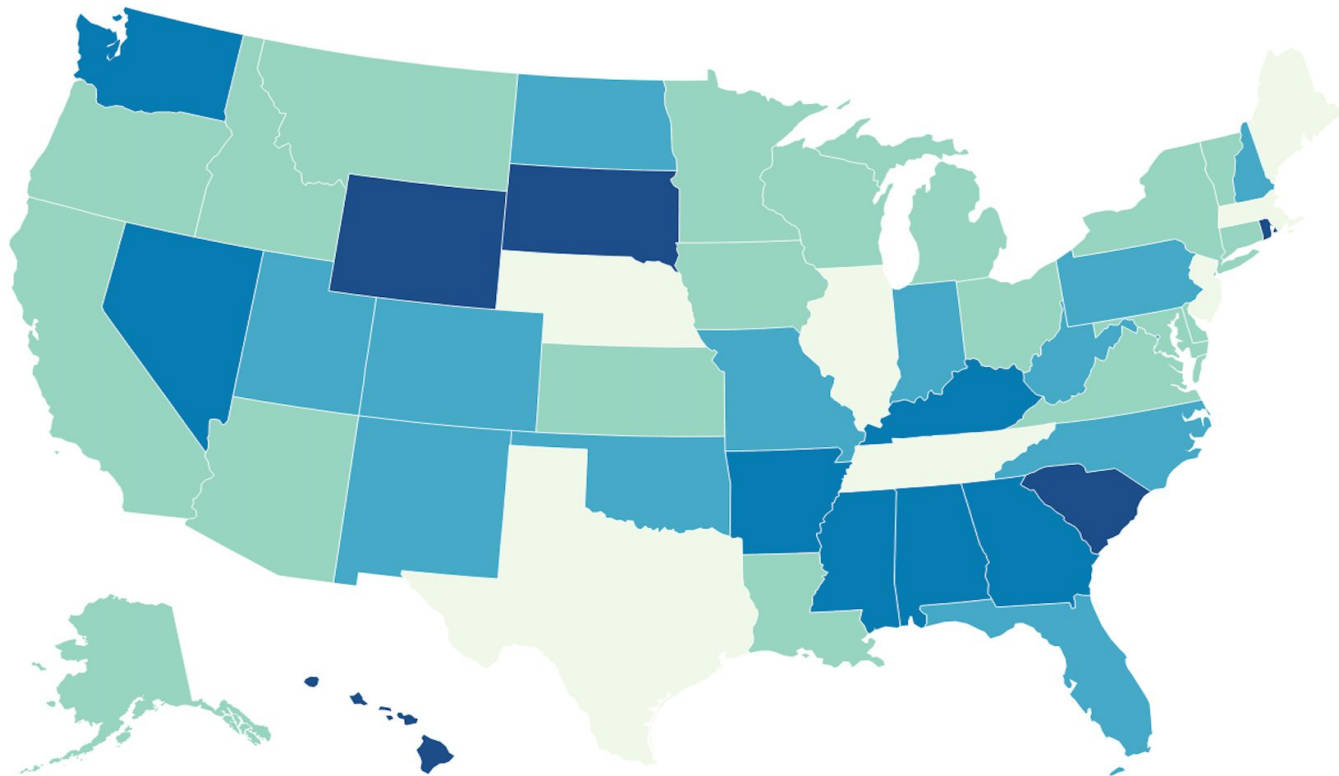
CARBON REDUCTION PROGRAM OBLIGATION RATES

10/1/23. Maps made with FMIS data using Datawrapper

< 1 1-24 24-51 51-76 ≥ 76

States that have not
obligated

IL
MA
ME
NE
NJ
TN
TX

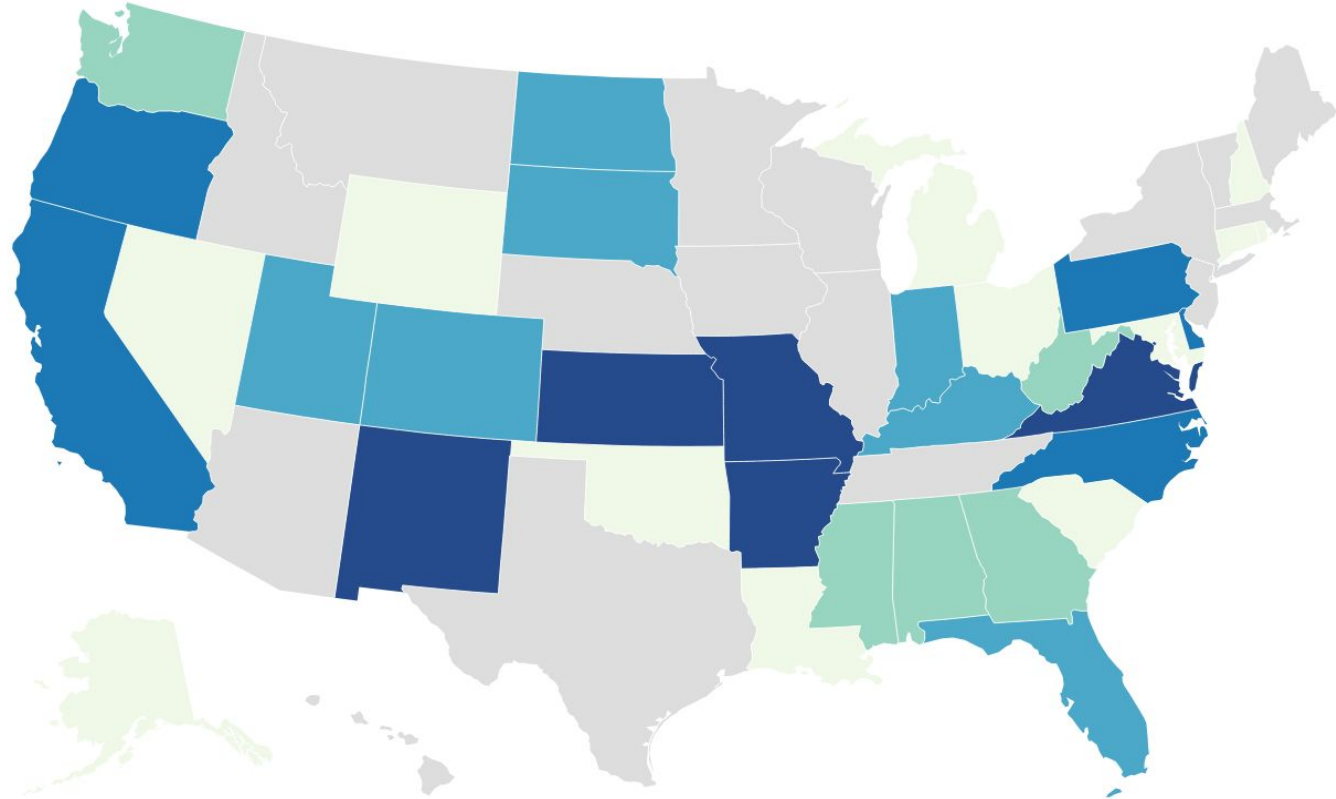




CARBON REDUCTION PROGRAM- % AWARDED TO BIKE/PED (where known)

< 1% 1%–25% 25%–50% 50%–75% ≥ 75%

Grey states include states that haven't obligated any funds, haven't obligated any to B/P or are unknown.



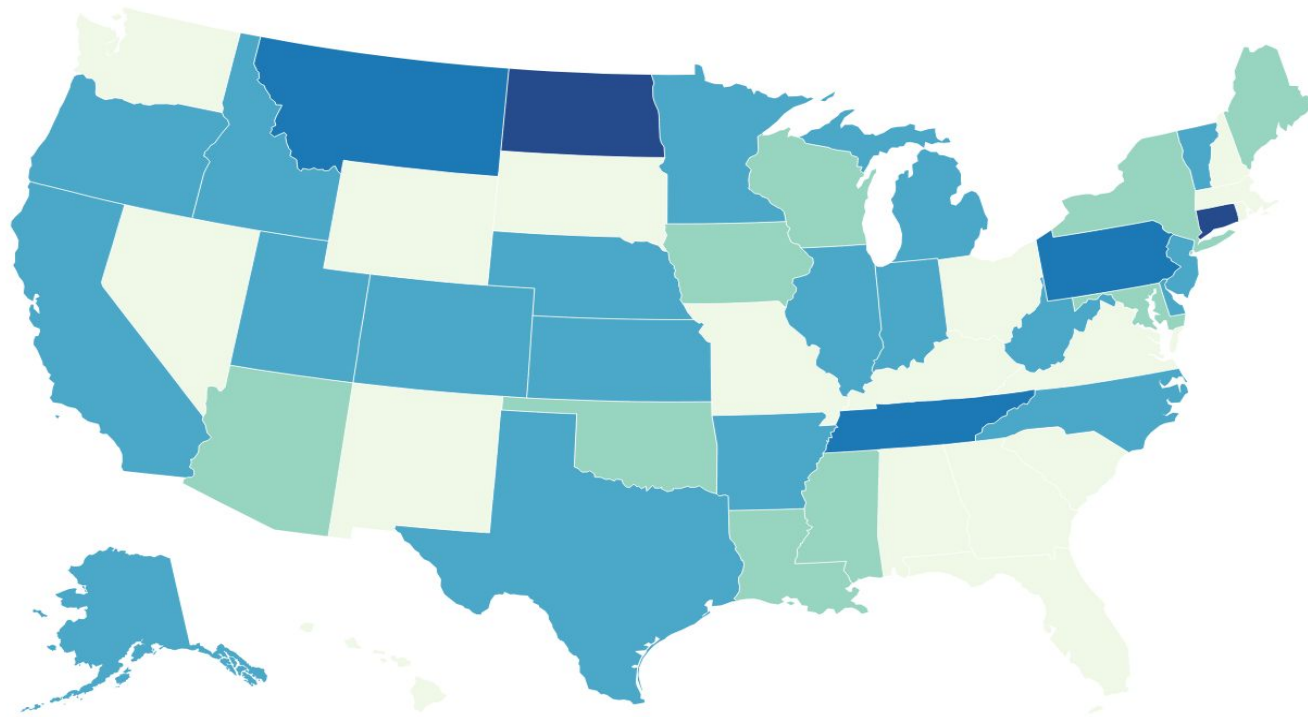
Source: Whitehouse.org

"Maps of progress"



CARBON REDUCTION PROGRAM TRANSFER RATES

< 1% 1%–14% 14%–21% 21%–33% ≥ 33%



States can
transfer up to 35%

FHWA FMIS Data

Created with Datawrapper



CLIMATE PROGRAMS

How is your state approaching climate programs and GHG performance measure?

Carbon Reduction Program?

- How is your state implementing
 - MA- working on Carbon reduction strategy
 - NC- Attaching carbon projects to TIP
 - CO/ MN- Have statewide law requiring GHG/ VMT reduction



WHAT'S NEXT?

How do we make climate a factor in project prioritization?

- GREEN Streets bill coming out next week
 - Strengthens authority to have perf measures by giving it teeth
 - Consequences for not meeting performance goal/ shift funding

Carbon Reduction Funding

- What challenges are MPOs and DOTs having in implementing?



SAFE STREETS FOR ALL

Invest.gov

https://www.whitehouse.gov/invest/?utm_source=invest.gov





SAFE STREETS FOR ALL

Funds planning and implementation grants

- \$1.7 Billion in grants in 2 years

Planning grants now cover:

- Demonstration projects,
- Walk and bike audits
- Equity and Health impact assessments
- Engagement strategies
- Any additional planning needs



Using duct tape, these volunteers are creating a pop-up buffered bike lane in Burlington, Vermont. Photo: Street Plans Collaborative



WHAT'S NEXT FOR SAFE STREETS FOR ALL?

Obligation rate is low

- What difficulties are communities having with implementation

Are there other non-building/ planning needs that could fall under planning?

What should the program look like going into the future

- Is there an easier way to build implementation projects?



Hay bales, spray paint, and traffic cones are used to create curb extensions to narrow the street in order to slow traffic and shorten the crossing distance for people walking. The temporary crosswalk makes it clear that children will be crossing the street here to reach their school. Photo: Alta Planning + Design



WHAT ELSE I'M THINKING ABOUT



CYCLIST AEB

NHTSA

- Did not include cyclist Automatic Emergency Braking in their proposed New Car Assessment Program

What is the next step?

- More Congressional oversight to push for it now?
- Require it in next reauthorization



Insurance Institute for Highway Safety



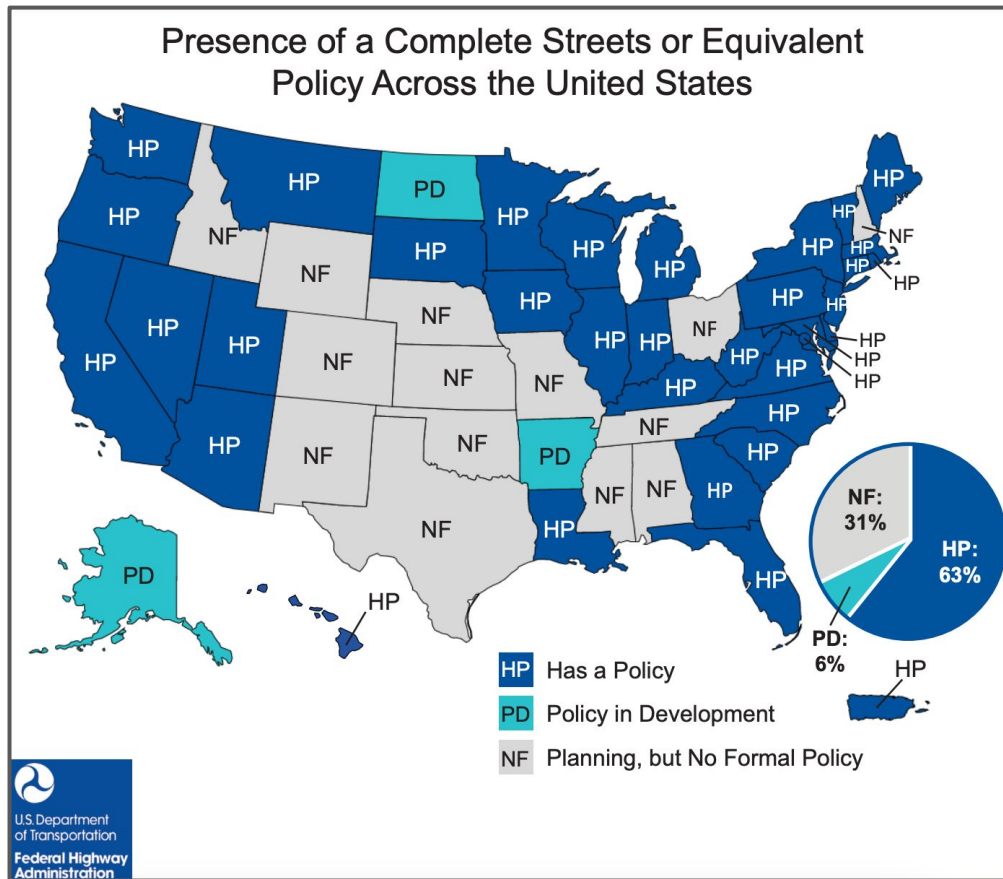


COMPLETE STREETS

BIL requires set aside for CS planning

31% of DOTs have programmatic changes underway to require complete streets as a default for project scoping

Bill being introduced next week to set aside project funding





SHORTENING THE PERMITTING PROCESS

FHWA -FTA promote transferring bike/ped project to transit agency

PLANNING TOPICS

FLEXIBLE FUNDING FOR TRANSIT AND TRANSIT ACCESS

[VIEW MORE TOPICS](#)



(Source: Adobe Stock)

Successful transit systems rely on safe and accessible pedestrian and bicycle networks connecting riders to and from their destinations.



BIKE/PED ACCESS ON BRIDGES





NEW BILLS



Electric Bikes

Rebate- is part of tax law NOT transportation law.

- Potential opportunity towards the end of this year
- Same with the Bicycle Commuter Act

E- Bikeshare bill- H.R. 6659

- Would create discretionary grants for up to \$5 million to provide ebikeshare in disadvantaged communities

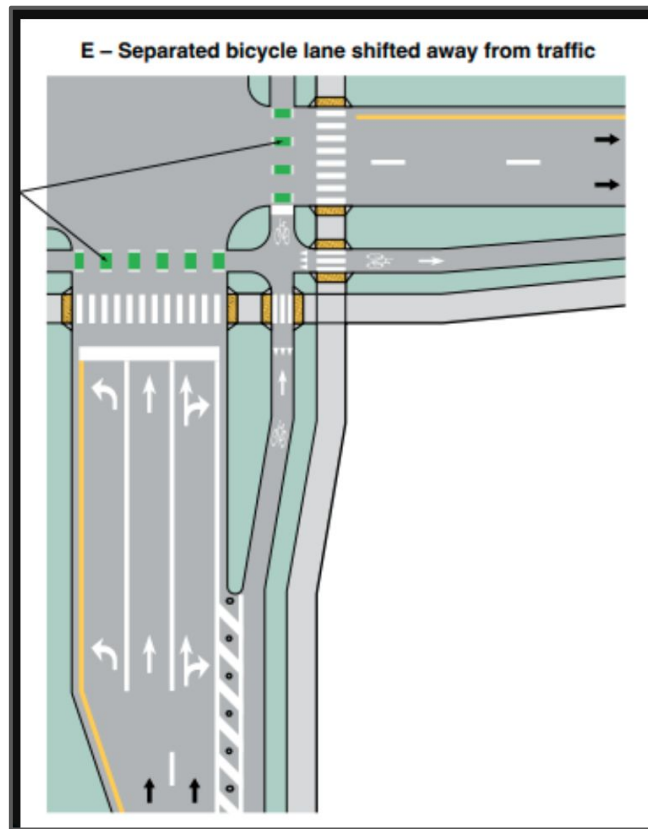




S 3246- BUILDING SAFER STREETS

Fetterman bill

- Pulls together multiple design issues
- Makes it easier to build multimodal projects
 - Reduce permitting barriers
- Sets aside SSFA funds for small communities





HR 6672- MARSHALL “MAJOR” TAYLOR CONGRESSIONAL GOLD MEDAL ACT



Major Taylor (1878-1932) by George H. Van Norman

Takes $\frac{2}{3}$ of both the House and the Senate



QUESTIONS?

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