

The logo for the League of American Bicyclists, featuring the text "League of American Bicyclists" in a red, sans-serif font, with a blue circular graphic element behind the text.

*League of
American
Bicyclists*

Political Advocacy Program

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League of American Bicyclists

Agenda

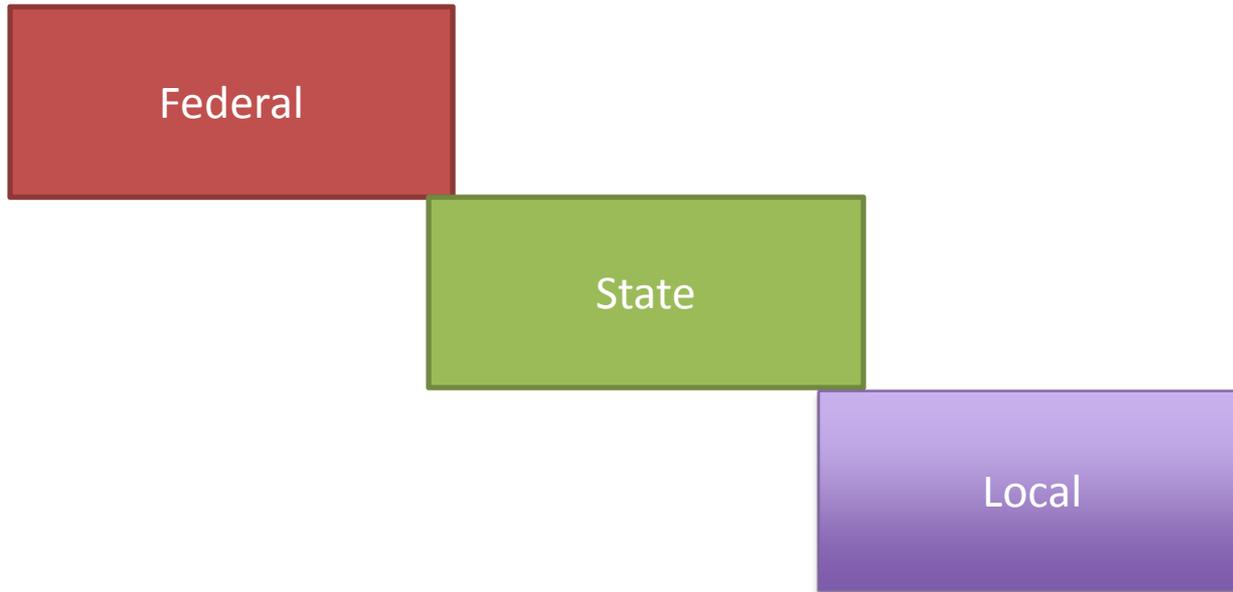


- Overview League Advocacy Program
- What's Happening with Transportation Reauthorization ?
- What Does It Mean for Bicycling ?
- What Can We Do ?

Advocacy – Our Role



Develop and implement federal, state and local legislative and regulatory positions, programs and strategies



Congressional Activity



National Bike Summit

- 400 Constituent Meeting
- Visits by business/advocacy leaders with key committee staff

League Staff Activity

- On average 6-10 Hill meetings per week
- Touch key committees staff and member staff

Policy Briefings

- Legislation
- Programs

Who We Meet With



SENATE	HOUSE
Appropriations	Appropriations
Banking Committee	Budget
Budget	Transportation & Infrastructure Committee
Commerce	Ways and Means
Environment & Public Works Committee	Key Member Offices
Finance	
Key Member Offices	

Executive Branch Activity



- ❑ White House
 - Office of Public Engagement and Intergovernmental Affairs

- ❑ U.S. Department of Transportation
 - Secretary's Office
 - Federal Highway Administration (FHWA)
 - Federal Transit Administration (FTA)

State and Local Activity



- ❑ Resource Center for State and Local Groups
 - Bicycle Friendly America Program
 - Advocacy Advance Campaign
 - Bike Summits
 - Local Workshops
- ❑ Assist State and Local Grassroots Initiatives
 - Pass state laws
 - Fight local ordinances

Providing a Roadmap for a Bicycle Friendly America



- **Advocacy** – Coordination, feedback, setting the bar
- **Education** – Measurement, feedback, hands-on assistance (e.g. connecting to Smart Cycling program)
- **Promotion** – Award designation, media, publications

Advocacy Advance Campaign



- Resources/ Reports: (Funding, Access, Safety, Equity)
 - *Getting a Fair Share for Safety from The Highway Safety Improvement Program* – May 2011
- Training: 2020 Workshops bring advocates, agency staff and elected officials together to learn about accessing more federal funding (three in 2011, more in 2012)
 - Tucson Workshop huge success – mayor, city council, state rep., DOT staff and state/Local advocates
- Grants: Rapid Response – Wisconsin Bike Fed. Turned \$3,000 into \$2m in dedicated bike and pedestrian funding

Model grants - Bike PGH \$40k per year for three years to implement MOVEPGH Plan, Atlanta Bicycle Coalition \$35k p/yr to double federal bike/ped spending

Advocacy Advance Campaign



- Surface Transportation Program (STP)

- Highway Safety Improvement Program (HSIP)

- Section 402 Safety Grants

- Congestion Mitigation and Air Quality Improvement (CMAQ)

- Transportation Enhancements

- Safe Routes to Schools

- Recreational Trails

Advocacy Activity & Impact (2011)

☐ 83 Action Alerts

- 60 (state/local issues)
- 23 (congressional issues)

☐ 28,000 Messages

☐ Why it is important

- Preserved Core Programs
- Forced AASHTO to withdraw recommendation to weaken accommodation requirement
- Changed Bicycle State Laws

Transportation Reauthorization



- Current extension expires March 31, 2012
- House “principles” with no TE/SRTS/RTP has been released – no full text yet
- Senate has not released language, but we have been told that Senators Boxer and Inhofe have agreed that there will be funding for Bike/Ped

Bottom Line for Core Programs

- House Principles –
 - No Dedicated Funding for Bike/Ped
 - Does retain eligibility under other surface transportation programs
- However, we know that eligibility alone is not sufficient
 - 1991 – (ISTEA) Created TE/RTP/CMAQ
 - Prior to (ISTEA) States could spend up to \$4.5M of their highway funds on independent bike/ped projects – CAP \$45M nationwide
 - In the 18 years leading up to (ISTEA)- Only \$40M was spent by all 50 states combined
 - From 1988-1991 most states spent \$0

Bottom Line for Core Programs



- Senate - (MAP-21)
 - We have not seen language
 - However Senator Boxer has stated several times that there will be dedicated funding for bike/ped in MAP – structure unclear
 - We are also unsure of agreement struck between Senators Coburn, Boxer, and Inhofe in current extension debate

Next Steps

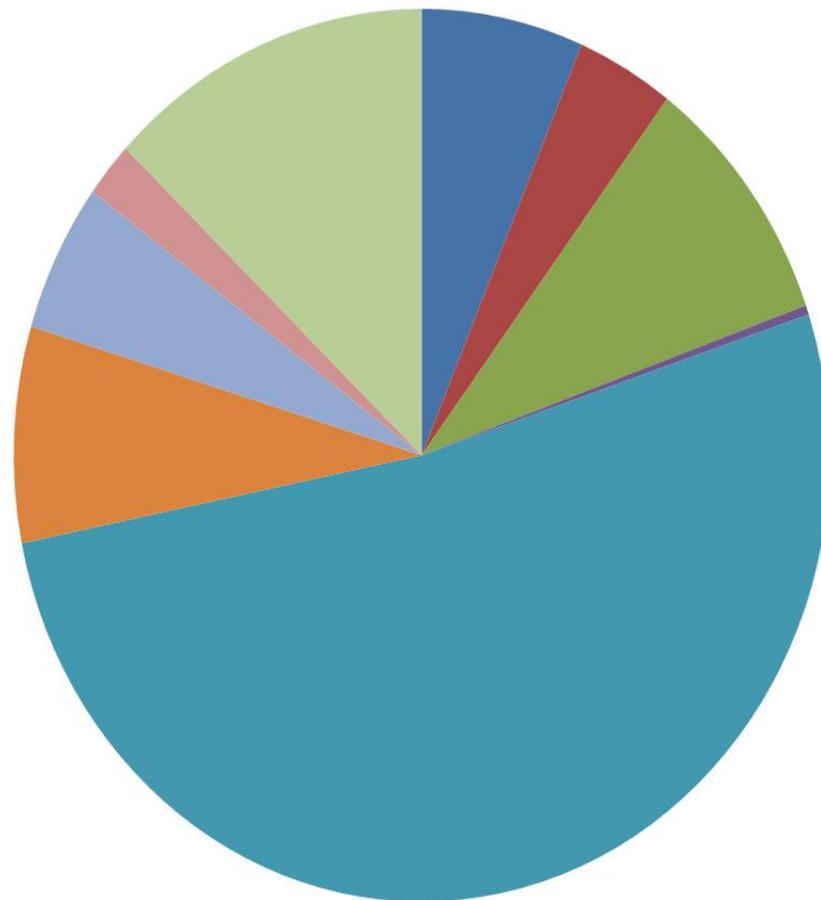


- Senate Action Scheduled Nov 9
 - Subcommittee mark-up of MAP-21
- Attacks on Transportation Enhancements ?
 - Senator Coburn (R-OK)
 - 2009 Appropriations Vote
 - 2011 Transportation Extension
 - Senator Paul (R-KY)
 - Amendment on FY 2012 Appropriations Bill
 - Recently introduced (SB 1648)
 - The Emergency Transportation Safety Fund Act
 - Terminates T.E. and redirects to carry out most critical emergency transportation projects
 - Co-Sponsors – Senators McConnell (R-KY) Coats (R-IN)

What Does This Mean for T.E.



- FY 1992-2010



- ARRA Transportation Enhancements (TE) (7%)
- ARRA (non-TE) (4%)
- Congestion Mitigation and Air Quality (CMAQ) (9%)
- Highway Safety Improvement Program (0.04%)
- STP Transportation Enhancements (51%)
- Surface Transportation Programs (Non-TE) (9%)
- Safe Routes to School/ Nonmotorized Transportation Pilot Program (6%)
- Recreational Trails Program (2%)
- Other (13%)

What Does This Mean for Kentucky



- Kentucky's T.E. Program – FY 1992-2010
 - Federal Total - \$196,429,396
 - Projects – 818
 - Bike/Ped - \$46 million or 24%
 - Landscaping - \$52 million or 27%
 - Historic Preservation - \$38 million – 19%
 - Rehab.Hist.Transp. Facilities - \$28 million – 14%

What Does This Mean for Kentucky



- More difficult – If not impossible to continue the great work that has been accomplished in KY.
 - Lexington-Fayette County – Bronze BFC
 - Louisville – Bronze BFC
 - Legacy Trail

What Can KBBC Do ?



- Congressional Level -
 - Now is good time to let your Members know you support dedicated federal funding for bicycling and walking
 - Meet with them when they are back home
 - Attend town hall meetings
 - Set up “show me” events
 - Invite them on a ride/walk

What Can KBBC Do ?



- State/Local Level –
 - Build Communication, Collaboration & Support
 - Advocacy Groups
 - State Legislators
 - Boards and Commissions
 - Recognition of Good Work
- Get Folks to the National Bike Summit –
 - March 20 – 22, 2012

Final Thoughts



- **Why should Congress fund bike and pedestrian projects?**
 - Bikeways and sidewalks are fundamental components of our nation's transportation system. When funding is tight, hard choices have to be made on priorities.
 - It is appropriate that at least a tiny portion of any sized federal program provide life-saving pedestrian and bicycle facilities without which a safe and sustainable transportation system could not be achieved.
 - Federal transportation policy is crafted to balance a wide variety of interests including urban and rural interests and the various modes of transportation.

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