



Advancing Bicycling Through Federal Policy: What You Need to Know

2023 Iowa Bike Summit

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LEAGUE OF AMERICAN BICYCLISTS

BikeLeague.org



Safer Roads for All

Advocating for the federal funding, technical resources, and bike-forward policies that will create a built environment for everyone that increases bicycling and reduces the dependence on personal cars and trucks.

[Learn more →](#)



Bicycle Friendly America for All

Supporting the grassroots changemakers making biking better one Bicycle Friendly Community, University, and Business at a time. Our awards program recognizes the local decision makers driving our movement.

[Learn more →](#)



Education for All

Empowering people through bicycling education to ride safer, feel more comfortable riding, and be confident biking more often. Our education program certifies community-based instructors and offers curriculum for people beginning their bike joy journey.

[Learn more →](#)



Bike Joy for All

Inspiring more Americans to view the bicycle as a simple solution and everyday tool for recreation and for transportation and growing the movement for better bicycling to be increasingly diverse and representative of America.

[Learn more →](#)



AGENDA

Bipartisan Infrastructure Law

- Transportation Alternatives
- Safety funding and planning
- Carbon Reduction Program

New Legislation





TRANSPORTATION ALTERNATIVES

~50% of all federal funding for biking and walking

- **Distributed at the state level by the state DOT**
- **59% Must be distributed by community (population) size**
 - 200,000 plus (Des Moines)
 - 199,999- 50,000
 - 49,999- 5000
 - Under 5000





IOWA- REC TRAILS PROGRAM

Recreational Trails- Iowa \$1.4 million

Off- Road recreational facilities

- Can be used for maintenance
- Can use in-kind match
- 5% Can use for education, environmental education

IIJA- A project within TAP that functions as a Rec Trails project may be treated as such

- Maintenance?



NPS/C. Minn



IOWA TAP FUNDING FOR FISCAL YEAR 2023

Communities Population Size	TAP Funding
MPOs (200K+)	\$2.1
50,000- 199,999	\$1.9
5000- 49,000	\$1.8
Under 5000	\$3.9
Any areas funding (state decides)	\$6.8

MPOs = 2,113,507

- Davenport \$0.5
- Des Moines \$1.4
- Omaha \$0.2

All dollar amounts in millions



CHANGES TO TAP

Local governments difficulty Applying

Local government can:

- Ask State to apply for them (Alaska)
- Ask State DOT for technical Assistance
 - Help with application, design, inspection, permitting, etc.

State can use up to 5% of TAP for Tech. Asst

State can not transfer any funds until they have honored Technical assistance requests.

Louisiana DOTD Technical Assistance workshop for communities 5000 or less (Help from Ag extensions services)





MAJOR INCREASE IN APPLICATIONS

Belle Rose



Ringgold



Lake Providence



Tallulah



St. Martinville



Franklin



Crowville



Winnfield



Vidalia



Jonesboro





CHANGES TO TAP -

Local government's difficulty finding 20% local match

Technical Assistance-

- Financial help with application process (MT)
- Hiring staff/ consultants to help

Match flexibility

- Traditionally requires 20% local match

IIJA allows

- State to meet 20% across the program vs. project
- Allows state to use highway safety dollars as match for safety projects



IIJA LOCAL MATCH FLEXIBILITY

Louisiana Example

- In LA, TAP covers construction only - not design or engineering.
- Increased local match to rural areas, making project untenable

LA DOTD

- Calculated local \$\$ spent on design + engineering as local match
- Included that as 'local match' in city projects
 - Brought the match up to 34%
- Used 'extra match' in cities to lower local match
 - Under 5000 have a 5% match
 - 5-50K have a 10% match
 - 50-200 k have a 15% match

Working on a way to lower match for low income urban communities.



TAP- SAFETY \$\$ MATCH

Doesn't work the way it was intended.

Current language- requires DOT to first identify every project that could be eligible.

Creates a fundamental mismatch between

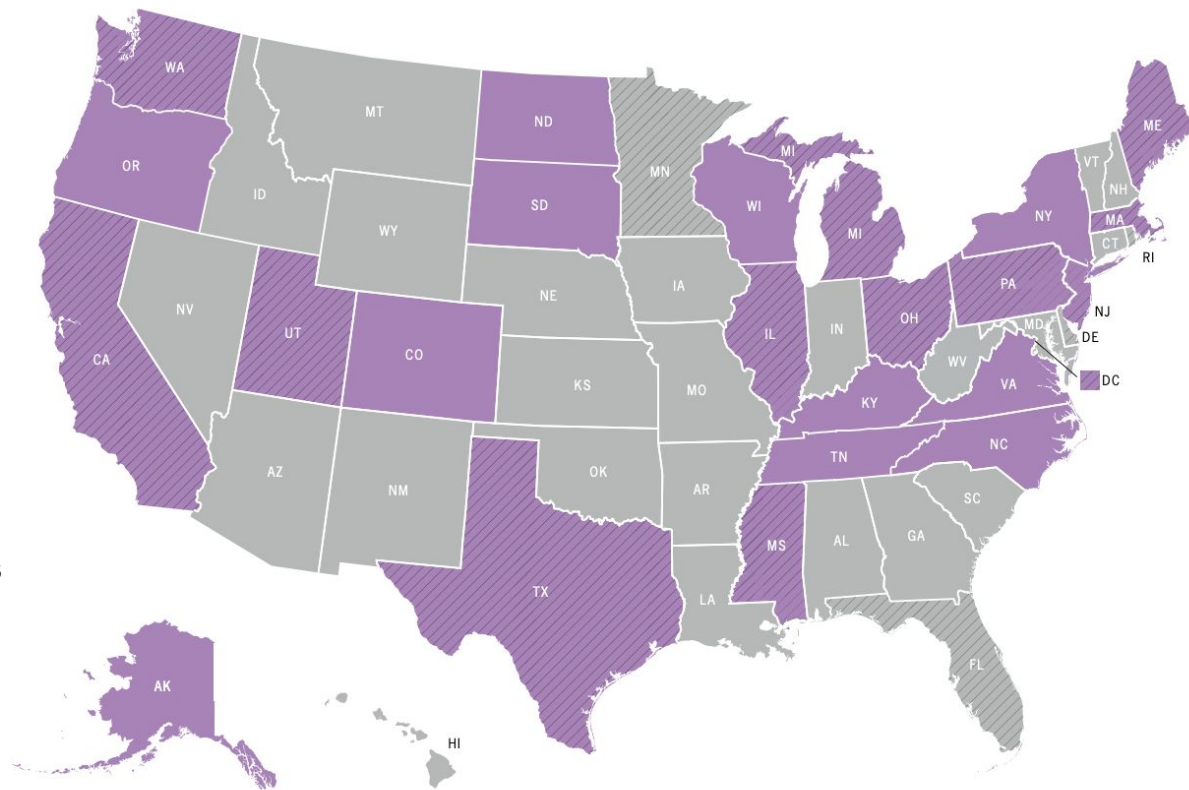
- TAP -local priorities
- Safety program - state program

2 solutions

- Legislation introduced in March that would fix this.



EXAMPLES- HIGH NEED COMMUNITIES



Source:
Safe Routes
Partnership
report cards
2020


Scoring Key:

Provides special consideration
for high-need communities

 yes

 no

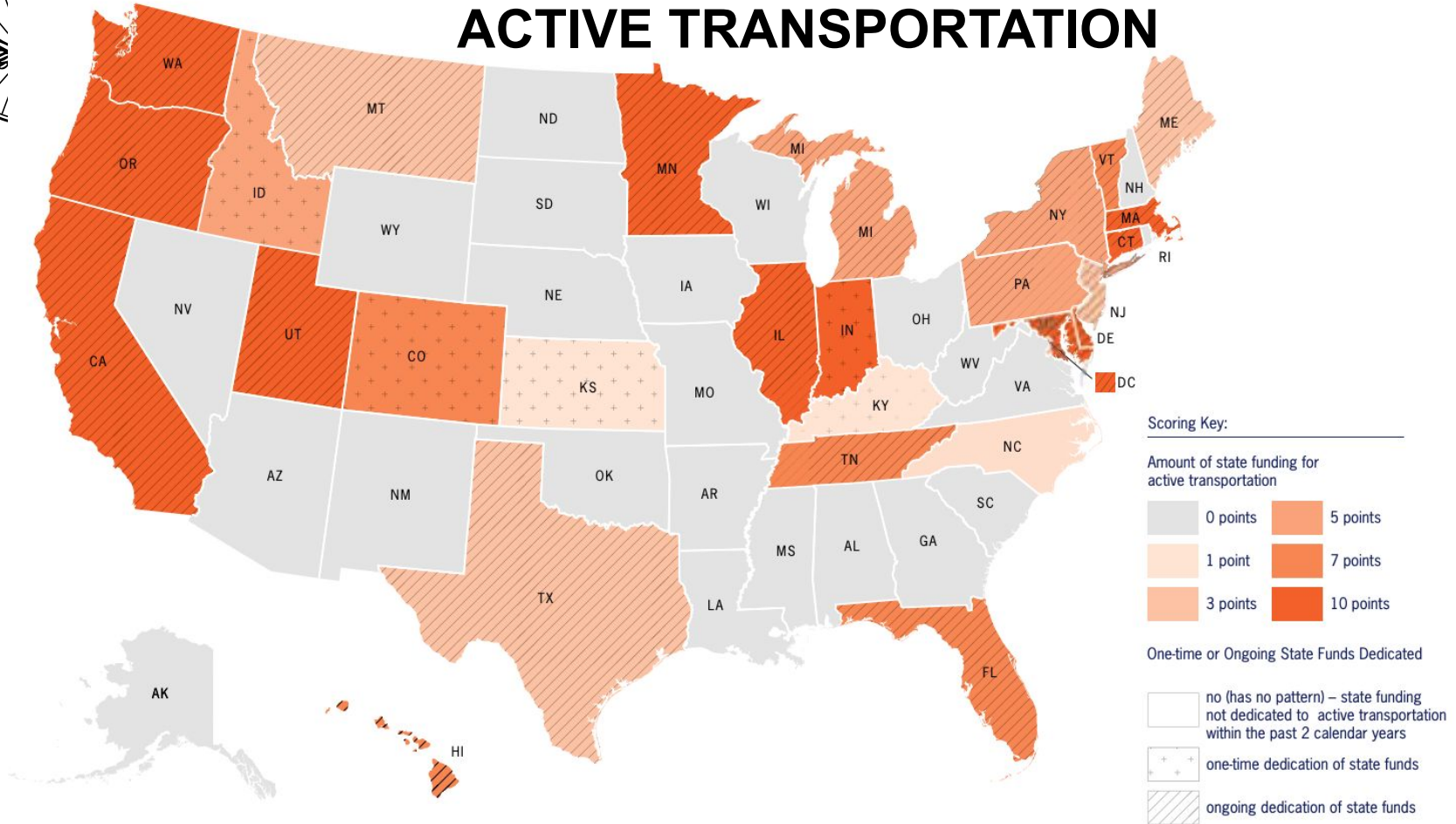
Provides matching funds
for high-need communities

 no (has no pattern)

 yes



STATE MATCHING FUNDS FOR ACTIVE TRANSPORTATION





SAFETY



IIJA HIGHWAY SAFETY CHANGES

Happening NOW- State must do a Vulnerable Road User Safety Assessment (due November 2023)

- Map every fatality and serious injury
- Identify high risk corridors/ areas
- List potential solutions

US DOT also allows/suggests state incorporate projects from local safety plans

Projects identified in this process should count for TAP/ Safety match



SAFE STREETS FOR ALL GRANT PROGRAM

Discretionary grant- Local governments apply directly to US DOT

Safety planning grants

- Data driven approach
- Have a goal of reach zero fatalities
- Identify dangerous corridors/ High injury networks
- Identify projects and programs to address those areas.

Safety Implementation grants.

- Must be a project in a qualifying plan.

*NEW APPLICATION PROCESS JUST OPENED-
APPLICATIONS DUE JULY 10*



SSFA 2022 GRANTS AWARDED TO IOWA

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
Corridor Metropolitan Planning Organization	Safe Streets for All Action Plan Grant Application for Corridor Metropolitan Planning Organization in Cedar Rapids, IA metro	Action Plan	Rural	\$280,000.00
Des Moines Area Metropolitan Planning Organization	Des Moines Area MPO SS4A Actin Plan	Action Plan	Urban	\$1,000,000.00
East Central Intergovernmental Association	Dubuque Metropolitan Area Transportation Study - Comprehensive Safety Action Plan	Action Plan	Rural	\$394,186.39
Iowa Northland Regional Council of Governments	Black Hawk County MPO Safety Action Plan	Action Plan	Rural	\$48,000.00
Siouxland Interstate Metropolitan Planning Council	SIMPCO MPO Safe Streets and Roads Safety Action Plan	Action Plan	Rural	\$40,000.00
Southeast Iowa Regional Planning Commission	Safe Streets 4 Southeast Iowa	Action Plan	Rural	\$64,000.00
Winneshiek County	97 Iowa County Multi- Jurisdictional Application	Action Plan	Rural	\$2,000,000.00
Total Iowa				\$3,826,186.39

Vertically separated bike lane at sidewalk level in Washington, DC



Source: Sarah Abel, ITE



City of Austin

KANSAS DOT

70% of ALL fatalities and serious injuries on local roads

Eisenhower State Office Building
700 SW Harrison
Topeka, KS 66603



phone: 785-296-3585
fax: 785-368-7415
www.ksdot.org

Julie Lorenz, Secretary

Laura Kelly, Governor

IMMEDIATE RELEASE
July 5, 2022

For more information:
KDOT#SS4A@ks.gov

**KDOT supporting applications for
'Safe Streets and Roads for All' grants**

Vertically separated bike lane at sidewalk level in Washington, DC



Source: Sarah Abel, ITE



City of Austin

KANSAS DOT

- Paid 50% or more of local match for Communities applying for federal grant
 - Paid more for smaller areas, join applications
- Leveraged \$1 million in state funds to win \$4.98 million from US DOT for 12 projects across the state.



COMPLETE STREETS/ SAFETY PLANS



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Waiver of Non-Federal Match
for State Planning and Research (SPR) and
Metropolitan Planning (PL) Funds in
Support of Complete Streets Planning
Activities (BIL § 11206)

Date: January 5, 2023

From: Kenneth Petty
Acting Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPP-1

To: Shailen P. Bhatt
Administrator

This request is for your approval to waive the non-Federal match requirement for State Planning and Research (SPR) and Metropolitan Planning (PL) funds in support of Section 11206 (Increasing Safe and Accessible Transportation Options) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), also known as the Bipartisan Infrastructure Law (BIL). This section addresses “Complete Streets planning activities” (*see* BIL § 11206(c)) conducted by States and Metropolitan Planning Organizations (MPOs) in their transportation planning processes.



FUNDS STATES AND MPOS

- (1) Adoption of Complete Streets standards or policies;
- (2) Complete Streets prioritization plan;
- (3) Development of transportation plans to...
 - Create a network of active transportation facilities,
 - Create multi-use active transportation infrastructure facilities
 - Improve the safety of bicyclists and pedestrians.

FY 2023- State level ~310K,
For Metropolitan areas ~ \$66,000



CARBON
REDUCTION
PROGRAM



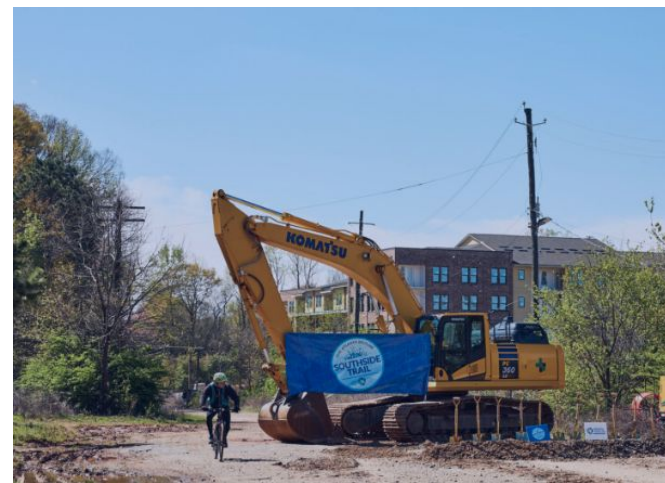
CARBON REDUCTION PROGRAM

New Program

- Can be used for anything that will reduce emissions
 - Bike/ped infrastructure
 - Bike share
 - Non- infrastructure Programming
- Requirements
 - Projects must be in MPO or State Transportation Improvement Plan
 - 20% Local match
- Examples
 - Lincoln, NE building bike/ped bridge
 - Atlanta, GA building part of Beltline project



Haymarket Pedestrian Bridge
Lincoln, Nebraska
Beltline, Atlanta, GA
(examples of eligible projects)





CPR FUNDING IN IOWA

Size of Community	Funding (in millions)
MPOs (200k + population)	\$2.3
50,000- 199,999	\$2.1
5000- 49,000	\$1.9
Under 5000	\$4.2
Any area funding	\$5.7
Total	\$16.2



CRP FUNDING FOR IOWA

MPOS	Funding
Davenport	\$493,474
Des Moines	\$1,554,206
Omaha	\$236,707
Total	\$2,284,387

Urbanized Areas	Funding
Ames	\$208,708
Cedar Rapids	\$614,141
Dubuque	\$223,657
Iowa City	\$368,189
Sioux City	\$291,313
Waterloo	\$391,661
Total	\$2,097,669



FEDERAL FOCUS THIS YEAR



TRUCK SAFETY

Problem

- 4% of registered vehicles are a large truck
- 11% of **Bicyclist Fatalities** are from crashes with large trucks.

Solution

Research: **Lateral Protective Devices (side guards)** can stop a cyclists from:

- Getting sucked under the truck
- Getting crushed by the back wheel of a turning truck

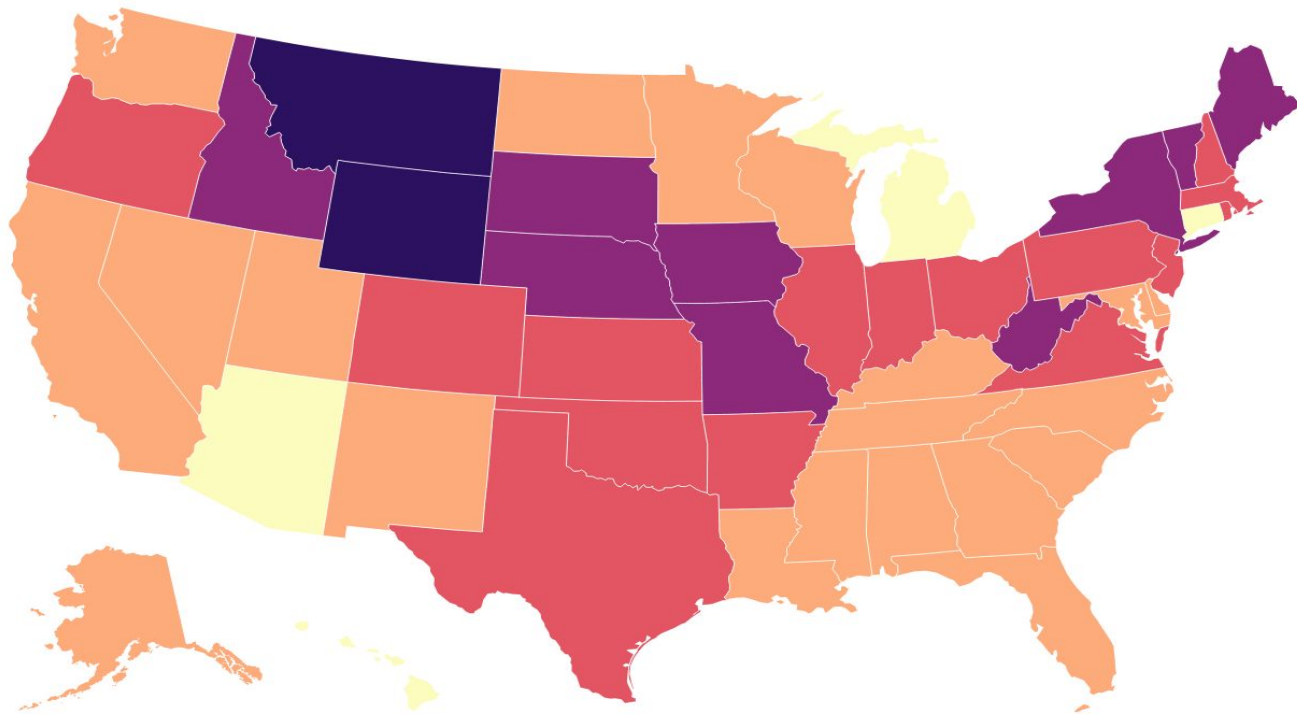
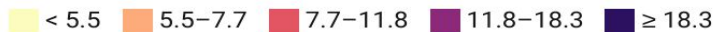
NHTSA testing for car underrides, ASK is to test with bike/ped too





Percent of Bike/Ped Fatalities from Large Truck Crashes 2016-2020

Percentage



Nationally:

Large Trucks are 4% of registered vehicles but cause:

- 11% Bicyclist Fatalities
- 7% Pedestrians

In Iowa

- 18% of pedestrian fatalities
- 15% of bicyclists



SIDE GUARDS AKA LATERAL PROTECTIVE DEVICE (LPD)



13.8 inches Max clearance is lower than UN standard in order to better prevent cyclists fatalities



SARAH DEBBINK LANGENKAMP ACTIVE TRANSPORTATION SAFETY ACT



Vertically separated bike lane at sidewalk level in Washington, DC



Source: Sarah Abel, ITE



WHAT THE BILL DOES

Makes it easier for states and local governments to fund biking and walking safety projects

It does NOT cost any new money

It does not REQUIRE State DOTs to do anything, just gives them more flexibility

Vertically separated bike lane at sidewalk level in Washington, DC



Source: Sarah Abel, ITE



THE SPECIFICS

- Gives states the flexibility to fund biking and walking safety projects with up to 100% federal money (no local match)
- Allows states to use Highway safety dollars as a match for Transportation Alternatives



EBIKE ACT

Electric Bicycle Incentive Kickstart for the Environment (EBIKE) Act

- Would create 30% tax rebate for the purchase of an ebike
- Top rebate is \$1500



E-BIKES

IN RECENT YEARS, NEW MICRO-MOBILITY DEVICES HAVE GROWN IN POPULARITY, INCLUDING ELECTRIC BIKES AND SCOOTERS.

Safe riding principles that are covered in this guide also apply to these new micro-mobility devices.

Many bike share systems are now making e-bikes and scooters available. Whether you are hopping on one for 20 minutes at a time or purchasing one of your own, consider these features and tips.

ELECTRIC ASSIST BIKES OR E-BIKES ARE SIMILAR TO TRADITIONAL BIKES BUT ARE EQUIPPED WITH A LOW SPEED ELECTRIC MOTOR THAT CAN HELP A RIDER:

- » HAUL MORE WEIGHT
- » TRAVEL FASTER
- » EXTEND A TRIP
- » GO MORE PLACES





EBIKE ACT - The Specifics

Who qualifies?

Low- Income

- Is fully refundable.
- Rebate can be available at point of sale

Income cap

- Includes an income limitation of \$150,000 for a single filer, \$225,000 for head of household, and \$300,000 for joint filers.





EBIKE ACT - The Specifics



What about battery fires?

- Includes language that limits eligible e-bikes to ones with tested battery systems.

What about fraud?

- Prevents fraud by requiring manufacturers to provide a VIN that retailers report to the IRS upon sale.

Is there a limit on the cost of ebikes?

- Yes, ebikes up to \$8000 are covered, but there is a cap on the rebate at \$1500.
- This is allow for Cargo bikes as well.



WHAT YOU CAN DO:

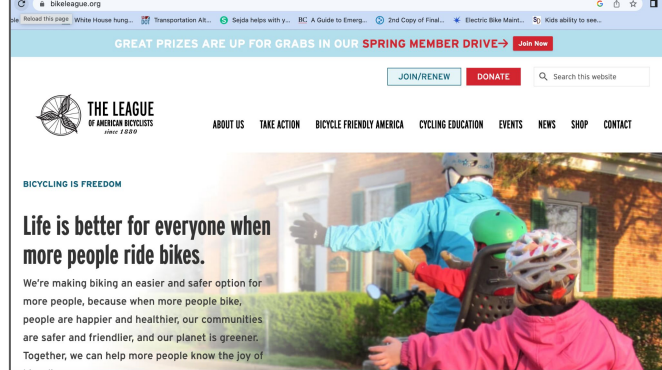
Ask your member of Congress to co-sponsor

HR 1668: The Sarah Debbink Langenkamp Active Transportation Safety Act (Langenkamp Safety Ask)

- Look for an Action Alert next week

HR 1685/ S 881- EBIKE Act

- Action Alert
- <https://bikeleague.org/take-action/action-center/>
-





CARON WHITAKER

Deputy Executive Director

CARON@BIKELEAGUE.ORG

202-215-3908

QUESTIONS?





Bicyclist has entered the low pressure zone and is being pulled to the right





Bicyclist is
adjacent to the
lane line

Still shots from video-

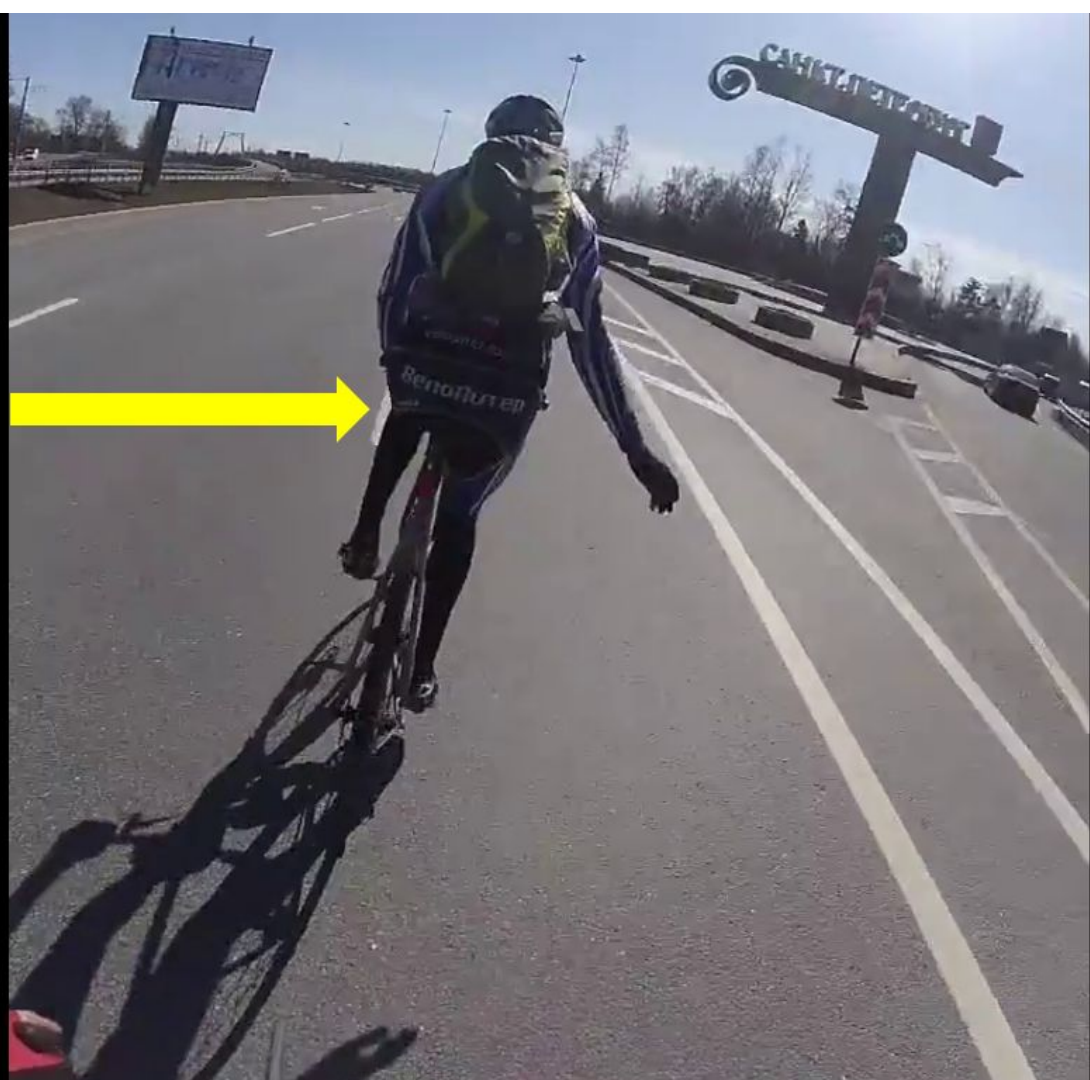
https://www.youtube.com/watch?v=z19m_70GKSU

Analysis by

Brian Sherlock

International Safety Specialist

Amalgamated Transit Union





.44 seconds
after the front
bumper
reaching the
bicyclist, the low
pressure zone
has pulled the
rider
horizontally half-
way to the initial
contact at the
tractor rear axle





Probable
contact with
rear axle





TWO COMMON TYPES OF CRASHES

Truck overtaking cyclists/ cyclist losing control - When a truck passes close by to a bicyclist, and the vacuum created under the truck pulls the bicyclists under the truck



Bicyclist
attempting to
steer left





Bicyclist in
secondary low
pressure zone
from the truck
trailer





1.24 seconds
after the front
bumper reaches
the bicyclist,
contact occurs
with trailer axle.





Approximate
outline of tire
sidewall





Extremely Lucky
to be alive





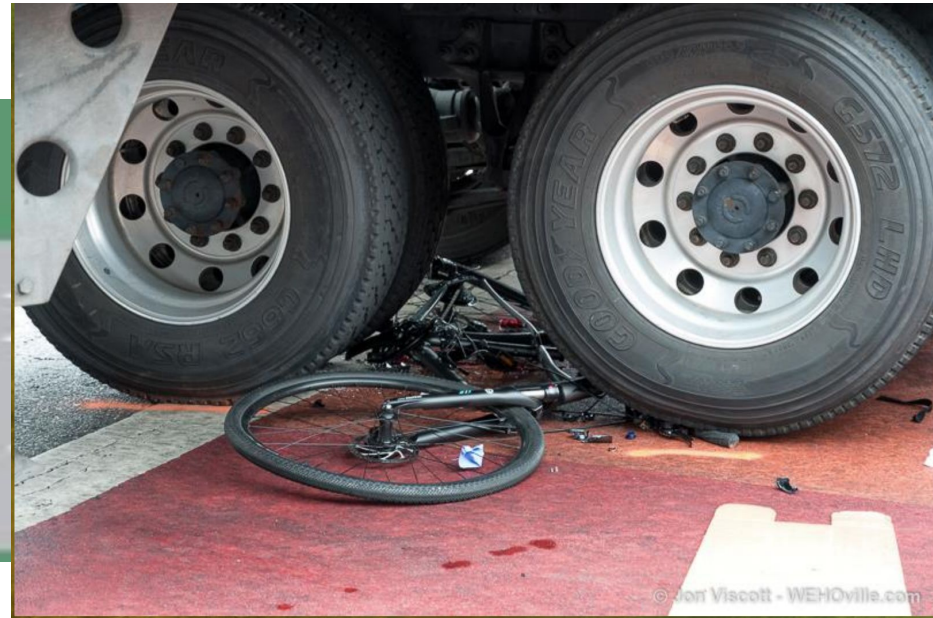
SIDE GUARDS CREATE PHYSICAL BARRIER





TWO COMMON TYPES OF CRASHES

Truck Turning- Danger is not just the impact- its the risk of falling into the path of the rear wheel.

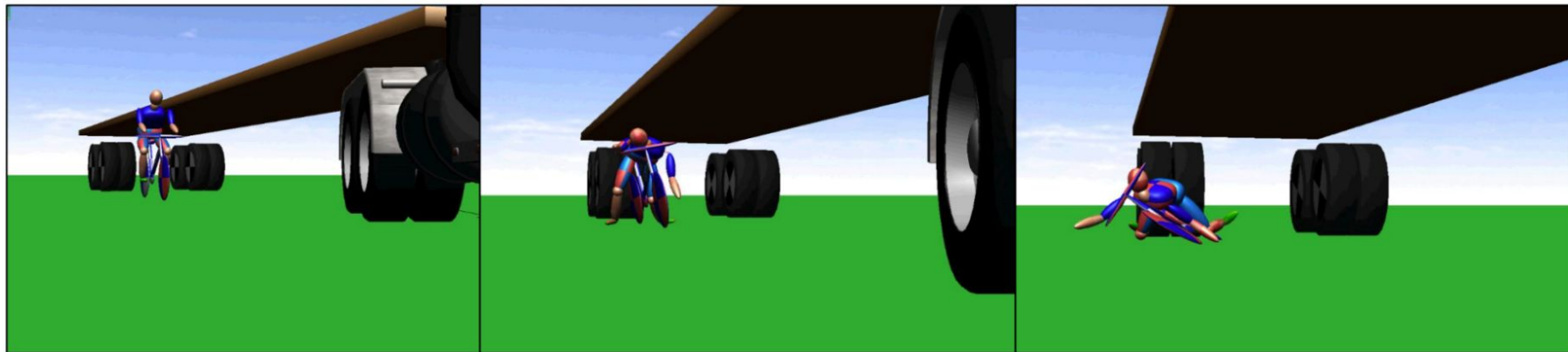




SIDE GUARDS AND TURNING TRUCKS

Notional turning crash simulation

No LPD



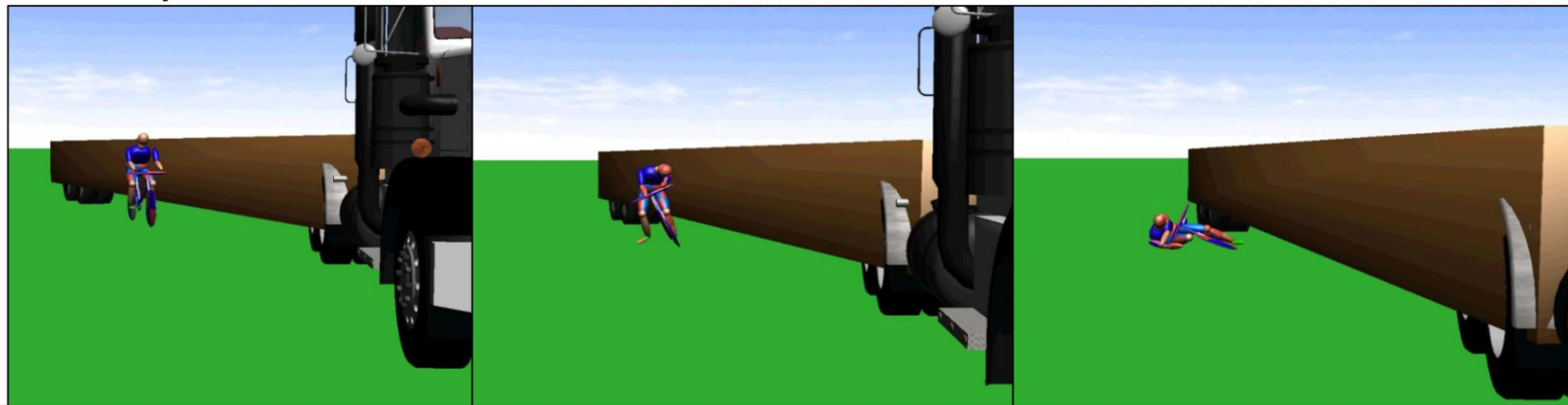
Source: Seven Hills Engineering



SIDE GUARDS AND TURNING TRUCKS

Notional turning crash simulation

Aerodynamic LPD



Source: Seven Hills Engineering

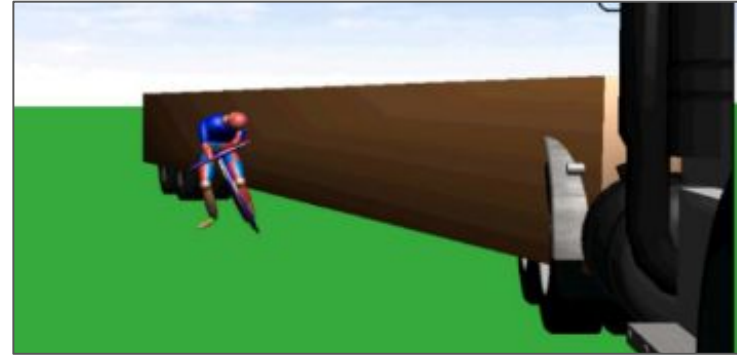


WHY TESTING WITH CARS ISN'T ENOUGH



For Car Occupants-

- Goal is to stop the car before the occupants living space is under the truck.
- Need it to stop a car at 40 mph through contact to the grill/ hood.



For Vulnerable Road users-

- Goal is keep a fallen cyclist/ pedestrian from being in the path of the rear wheel.
- Need a lower side guard that doesn't allow a fallen cyclist



RESEARCH SHOWS

Literature review by the US DOT Volpe Center found:

11 studies including both field and Volpe studies

In sideguard related crashes, sideguards:

- Reduced Bicyclist fatalities 55-75%,
- Reduced Pedestrian crashes by 20-27%





FIELD RESEARCH

After the United Kingdom required side guards on (most) trucks.

A 2006-2008 study comparing truck- VRU interactions between trucks with and without side guards. In those with sideguards:

- **61% decrease** in cyclist fatalities in truck passing/overtaking cyclists crashes
- **20% decrease** in cyclist fatalities in truck turning crashes.





TRUCK SAFETY

What we want long-term

NHTSA to require trucks to have LPDs/ sideguards specifically ones low enough to help bicyclists and other vulnerable road users

Status

- Infrastructure Investment and Jobs Act (IIJA) only **REQUIRES** more research on side guards.
- Research requirement does not discuss vulnerable road users.





TRUCK SAFETY

What We Want

Short term: Congress to direct NHTSA to include vulnerable road users in sideguard research.

The Ask

- Ask members to sign a “Dear Colleague” letter in support of report language directing NHTSA to include VRU in sideguard research





REPORT LANGUAGE?

(staff know this, you won't have to explain)

Ask is for Congress members to sign a **Dear Colleague letter requesting **report language** on Appropriations (funding) bills**

Report language clarifies legislative language

- Sent by Congress to Administration along with legislation
- Gives more specifics as to Congressional intent.
- Doesn't give new authority to the administration

Not the same as legislative language,

- BUT they are a directive from Congress to the Administration
- Administrations take it seriously



DEAR COLLEAGUE LETTER?

A Dear Colleague letter is a tactic used to get Report language

- Congress members lobby each other
- One or more members of Congress ask their peers to join them in their ask by signing onto a letter

The letter is Addressed to the Transportation, HUD Appropriations Subcommittee Chair and Ranking member.

- Signatures show support

Authors send the letter around with a “Dear Colleague please join me” intro letter



LEADS AND DUE DATES

House- The Lead Sponsors

- Rep. Steve Cohen (D-TN)
- Rep. Mark DeSaulnier (D-CA)

Due date: March 30th

Senate- The Lead Sponsors

- Senator Kirsten Gillibrand (D-NY)

Due date: April 3rd

Senator Rubio has co-sponsored under ride guard bills in the past. He is on the Approps committee so did not sign on here. (normal)



INDUSTRY CONCERNS

**A Low sideguard (13.8" from ground)
will cause the truck to get stuck on railroad tracks,
etc.**



**The weight of the sideguard will mean trucks won't
be able to carry full loads**

- FHWA reports: Most trucks cube out before reaching weight limits, ie- fill volume first



SIDE GUARD REGULATION - City Level

Truck Side Guard Adoption in North America



Implemented and pending lateral protective device adoption in North America. (U.S. DOT Volpe Center image)



WHAT ABOUT PERSONAL VEHICLES?

This report language is just for commercial trucks.

This Summit session about the blind zone, talks about both personal and commercial vehicles, and correcting the blind zone

HYBRID Breakout Sessions

📅 Tue Mar 28, 2023 ⌚ 3:45 PM - 4:30 PM 👤 10 Attending

 [Add to My Agenda](#)

[Like session](#)

 [Take notes](#)

Subsessions

 **Big Cars and Trucks, Limited Visibility - Shrinking the Problem**

📅 Tue Mar 28, 2023 ⌚ 3:45 PM - 4:30 PM

6th Floor - South

Speakers: Alexander Epstein, Alex Johnston, Eric Englin, Kelsey Porter

[View Session](#)

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Congressional Briefing

***REDUCING THE DANGERS
OF LARGE TRUCK CRASHES FOR BICYCLISTS
AND PEDESTRIANS***

Wednesday, March 29, 2023 • 3:00pm – 4:00pm
2043 Rayburn House Office Building



BIKELEAGUE.ORG



| THE ASKS

Requiring side guards on large trucks

Sarah Debbink Langenkamp
Active Transportation Safety
Act

EBIKE Act

Vertically separated bike lane at sidewalk level in Washington, DC



WAIT-

Aren't states already allowed to use HSIP as match for Transportation Alternatives Projects?

Well technically yes, but there is a hurdle in making it work



Vertically separated bike lane at sidewalk level in Washington, DC



City of Austin

Vertically separated bike lane using a concrete curb in Austin, TX, USA that considers context in selection of facility type. Source: City of Au.

IIJA TAP MATCH

Transportation Alternatives- created to fund local government priorities

Highway Safety Improvement Program- goal is to reduce fatalities

Under IIJA-

- Allows states to use safety \$\$ as local match for Transportation Alternatives projects.

BUT- FHWA interprets to mean:

- State must first identify EVERY single project that would be eligible.

Fundamental mismatch between local and state

Vertically separated bike lane at sidewalk level in Washington, DC



source: Sarah Abel, ITE



City of Austin

ACCESS TO SAFETY \$\$

This bill changes that to say

- A state DOT has the flexibility to use HSIP match to fund local safety priorities

Local safety priorities

- A TAP project that is an FHWA Proven Safety Countermeasure (Bike lanes, walkways, etc.)
- A project from a local safety plan (VZ, SSFA)

Considering it a technical fix to meet Congressional intent

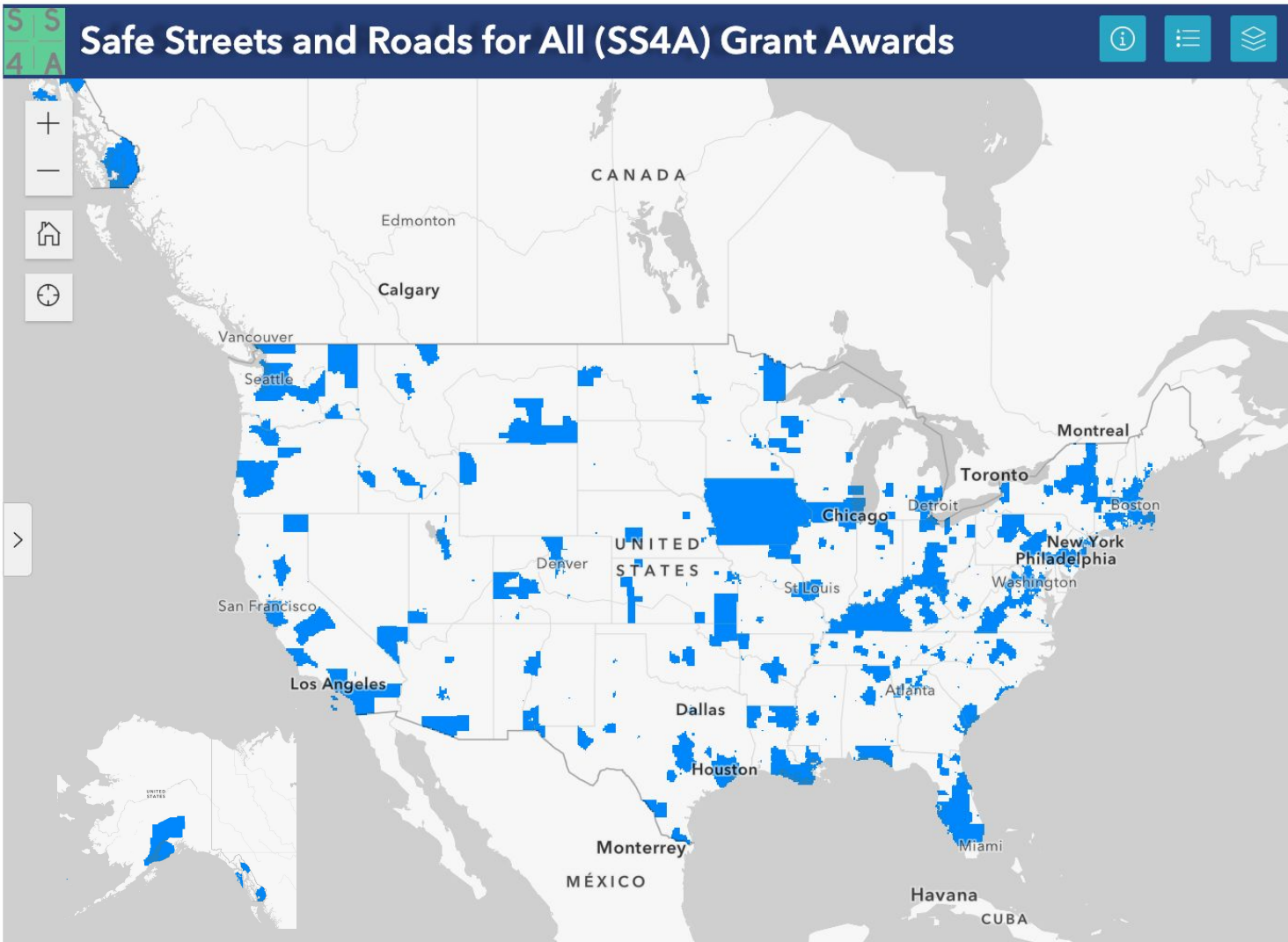


Safe Streets and Roads for All (SS4A) Grant Awards



437 Planning grants in the first year!

Under this bill-
All those projects could be eligible for 100% federal funding





| THE ASKS

Requiring side guards on large trucks

Sarah Debbink Langenkamp Safety Act

EBIKE Act



EBIKE ACT - The Specifics

Other limits?

- Individuals can use it one time every 3 years, married -2 per year.
- Only for personal use, cannot be used for business.

(NOT in the bill) What about the safety of ebike riders?

- The League of American Bicyclists, in partnership with PeopleForBikes the Bike Industry association, are currently expanding our cycling education materials on how to safely ride an ebike.



WHAT ABOUT STATE/LOCAL REBATES?

♥ 0 Likes

Everything You Wanted to Know About Denver's E-Bike Rebate Program but Were Afraid to Ask

📅 Mon Mar 27, 2023

🕒 3:45 PM - 4:30 PM

📍 2nd Floor - South

👤 24 Attending

❓ 0 Questions



Add to My Agenda

Like session



Take notes



OTHER RESOURCES

Lobby 101 webinar- <https://www.youtube.com/watch?v=fdnXIGiutK8>

Mitigating Truck -Bike crashes-

<https://www.youtube.com/watch?v=EePCLudX8h0&t=868s>

(Slides also available)