

Active Community Transportation Act of 2010 H.R. 4722

Issue

Half of all trips in the United States are three miles or less, and in our cities 30 percent of all trips are just one mile or less – yet the vast majority of even these very short trips are made by car. Shifting more of these to biking and walking could dramatically, and economically, reduce congestion, air pollution, greenhouse gas emissions and our dependence on foreign oil and improve physical activity, safety and livability.

Unfortunately, most people are unwilling to bike or walk because they don't feel it is safe or convenient to do so. While we have improved the bicycle-friendliness and walkability of many communities, there are too many disconnected and incomplete networks of streets and highways to effectively accommodate active transportation modes.

CURRENT CO-SPONSORS Bill Number H.R. 4722

ILLINOIS:
Daniel Lipinski (D)

MISSOURI:
Russ Carnahan (D)

MASSACHUSETTS:
Michael Capuano (D)

TENNESSEE:
Steve Cohen (D)

CALIFORNIA:
Bob Filner (D)

VIRGINIA:
Jim Moran (D)

Key Facts and Figures

- Bicycling and walking make up 12 percent of all trips, up 25 percent since 2001 – but less than 1.5 percent of Federal funds are spent on these active transportation modes.
- Commuting by bicycle has increased 43 percent since 2000 – and by 69 percent in designated Bicycle Friendly Communities that have invested in infrastructure improvements.

Status

The current transportation bill has limited funding opportunities for concentrated investment in active community transportation that will achieve a mode shift to bicycling and walking. We ask Members of Congress to co-sponsor this bill:

H.R. 4722, The Active Community Transportation Act of 2010 was introduced by Representative Earl Blumenauer and currently has 6 co-sponsors.

The bill would:

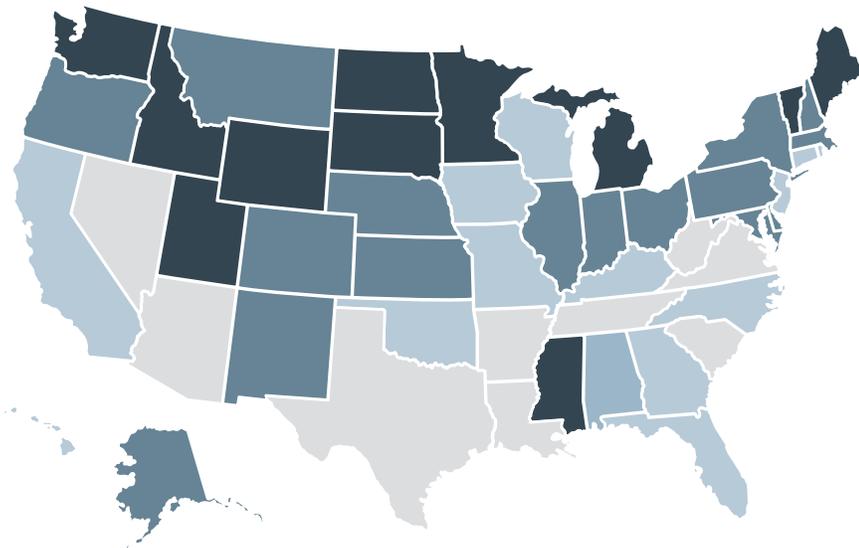
- Provide concentrated investment for communities to complete active transportation networks through a competitive grant program administered by the U.S. Secretary of Transportation.
- Create an Active Transportation fund within the Surface Transportation Program with \$400 million a year for five years – equivalent to just 0.5 percent of the estimated funding level of the next transportation bill.
- Target funds to local or regional government organizations with active transportation plans and demonstrated local support. Communities would be eligible to receive \$5 million to \$15 million per year for up to five years.

National Bike Summit Ask

Please request that your Representative co-sponsor H.R. 4722. Please thank them if they have already done so.

Investments Works

Communities that invest in bicycling have higher levels and faster growth of bicycle commuting



Increase in Bicycle Commuting, 2000 - 2008

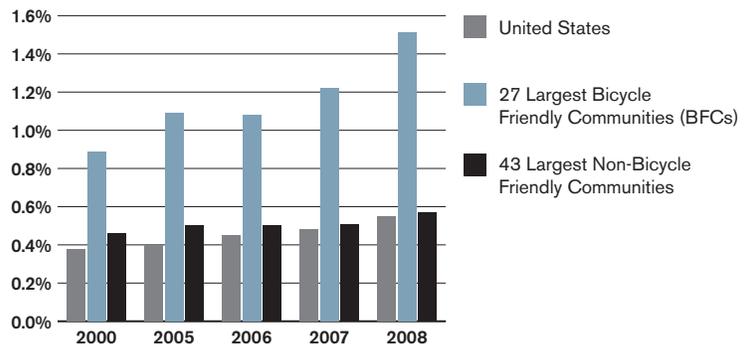
- Less than 0%
- 0% - 50%
- 51% - 100%
- Greater than 100%

National Average = 43%

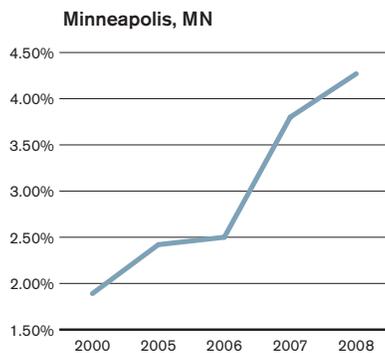
Sources: 2008 American Community Survey, Alta Planning, Rails-to-Trails Conservancy

Bicycle Friendly Communities have invested in bicycling promotion and infrastructure. As a result, they have more bike commuters than other large cities.

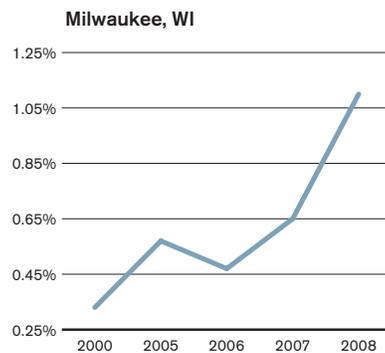
- Bicycling for all purposes is growing across the country. It increased 25 percent since 2001. Bicycle commuting is up 43% since 2000.
- Bicycle Friendly Communities' commuter share grew 69 percent, compared to a 23 percent increase for non-Bicycle Friendly Communities.



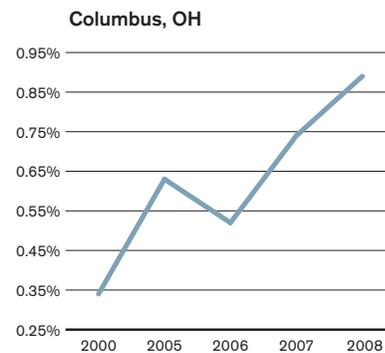
FEDERAL INVESTMENTS HAVE HELPED CITIES INCREASE BICYCLING LEVELS



Annual investment*: **\$2.1 million**
 Bike commuter increase, 2000 - 2008: **126%**



Annual investment: **\$739,000**
 Bike commuter increase, 2000 - 2008: **231%**



Annual investment*: **\$565,000**
 Bike commuter increase, 2000 - 2008: **164%**

(Sources: 2000 US Census, American Community Survey, FHWA FMIS)

* Annual investment means the five year average annual amount of federal funds cities spend on bicycling and walking projects.



S. 584/H.R. 1443 - The Complete Streets Act of 2009

Issue

Complete Streets is a policy that ensures ALL potential road users – including bicyclists – are taken into account in the planning, design, operation, and maintenance of ALL highways. This Federal policy is necessary because most Federal transportation funding still goes to road projects that have no safe and convenient place for bicyclists, pedestrians, transit users, and people with disabilities to travel securely.

An effective, enforceable and measureable complete streets policy, consistently applied to all Federal transportation projects, will ensure that our transportation system addresses the needs of the entire population. No new funding is required for this policy – in fact, it will save taxpayer dollars by avoiding the need for costly retrofits of poorly designed roads.

Key Facts and Figures

- Complete Streets in Boulder, Colo. have helped reduce single occupant vehicle trips by more than 10 percent, and increased bicycling, walking and transit use.
- A national AARP poll found 47 percent of Americans over 50 could not cross main roads near their home safely. Almost 55 percent reported no bike lanes or paths, and 48 percent had no comfortable place to wait for the bus.
- 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels; among those without safe places to walk, just 27 percent met the recommendation.

Status

More than 100 state and local agencies have adopted complete streets policies; the Federal Highway Administration has endorsed this approach since 1999. However, Federal leadership and oversight is necessary to ensure effective implementation.

S. 584 the Complete Streets Act of 2009 was introduced by Senator Tom Harkin (D-IA) and currently has 12 co-sponsors.

H.R. 1443 the Complete Streets Act of 2009 was introduced by Representative Doris Matsui (D-CA) and currently has 43 co-sponsors.

The companion bills would:

- Require states and metropolitan planning organizations to adopt complete streets policies, for federally-funded projects, within two years or a portion of the states-flexible Surface Transportation funding will be directed to safety improvements.
- Insure policies are flexible and cost-effective, allowing exemptions when costs are demonstrably prohibitive.

National Bike Summit Ask

Please ask your senator and representative to co-sponsor S. 584 or H.R. 1443. Please thank them if they have already done so.

CURRENT CO-SPONSORS

Bill Number S 584

ALASKA: Mark Begich (D)	Amy Klobuchar (D)
DELAWARE: Thomas Carper (D)	NEW YORK: Kirsten Gillibrand (D)
FLORIDA: Bill Nelson (D)	PENNSYLVANIA: Arlen Specter (D)
ILLINOIS: Richard Durbin (D)	RHODE ISLAND: Sheldon Whitehouse (D)
IOWA: Tom Harkin (D)	VERMONT: Patrick Leahy (D) Bernard Sanders (I)
MICHIGAN: Carl Levin (D)	
MINNESOTA:	

CURRENT CO-SPONSORS

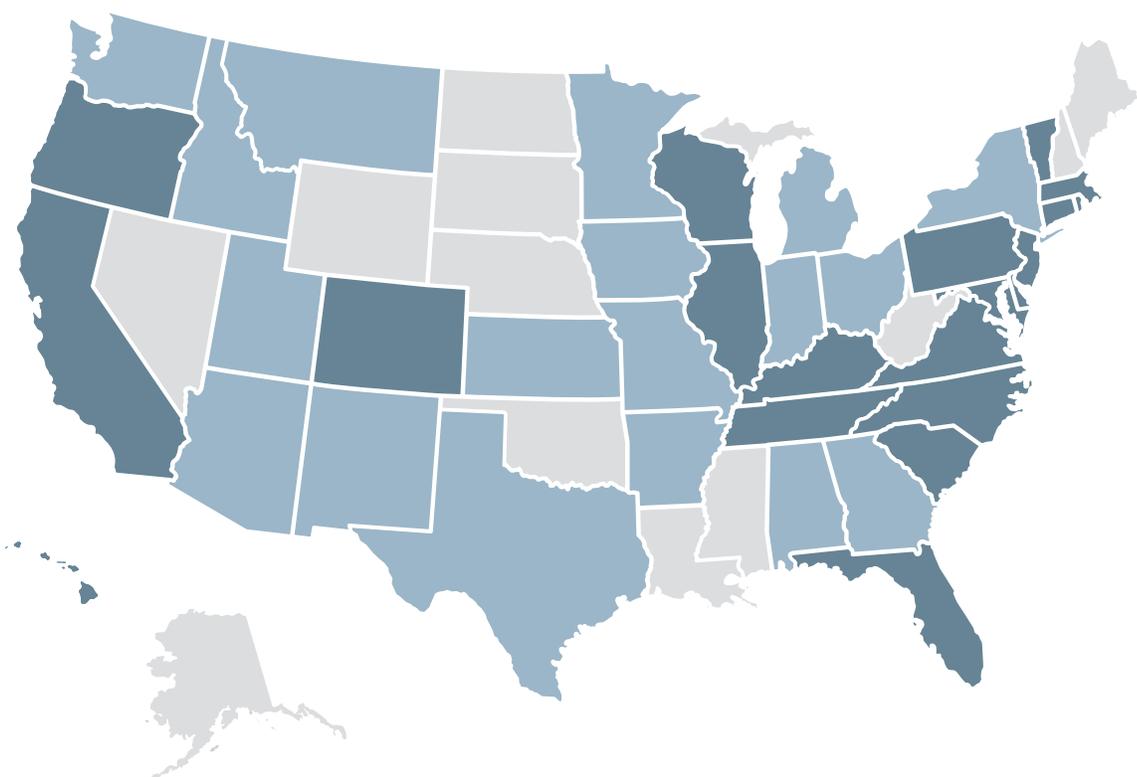
Bill Number H.R. 1443

ARIZONA: Raul Grijalva (D)	MINNESOTA: Tim Walz (D) Keith Ellison (D)
CALIFORNIA: Doris Matsui (D) Lynn Woolsey (D) Barbara Lee (D) Fortney Stark (D) Lois Capps (D) Adam Schiff (D) Grace Napolitano (D)	MISSOURI: Wm. Lacy Clay (D) Russ Carnahan (D) Emanuel Cleaver (D)
COLORADO: Jared Polis (D)	NEW JERSEY: Rush Holt (D) Albio Sires (D)
CONNECTICUT: Rosa DeLauro (D)	NEW YORK: Carolyn Maloney (D)
DISTRICT OF COLUMBIA: Eleanor Holmes Norton (D)	NORTH CAROLINA: David Price (D)
FLORIDA: F. Allen Boyd (D)	OREGON: David Wu (D) Earl Blumenauer (D)
HAWAII: Neil Abercrombie (D) Mazie Hirono (D)	PENNSYLVANIA: Kathy Dahlkemper (D) Joe Sestak (D) Allyson Schwartz (D) Mike Doyle (D) Tim Holden (D)
ILLINOIS: Daniel Lipinski (D) Mike Quigley (D)	RHODE ISLAND: James Langevin (D)
INDIANA: Andre Carson (D)	TENNESSEE: Steve Cohen (D)
IOWA: Bruce Braley (D) David Loebsack (D) Leonard Boswell (D)	VERMONT: Peter Welch (D)
MASSACHUSETTS: Niki Tsongas (D)	VIRGINIA: James Moran (D) Rick Boucher (D 9)
MICHIGAN: Mark Schauer (D)	WISCONSIN: Tammy Baldwin (D)

Complete Streets

Integrating Safety and Livability into the Next Transportation Bill

In 2009, the Complete Streets movement exceeded 100 jurisdictions across the United States that have adopted Complete Streets policies. To date, 18 states are now home to at least one Complete Streets policy and 20 have a state-level law or policy. Now is the time for Congress to lead in this effort to make our nation's communities more livable, by enacting a national Complete Streets policy.



- State has no community with a Complete Streets plan
- Statewide Complete Streets Law or DOT policy
- State has at least one community with a Complete Streets plan, resolution, directive, ordinance, policy, order, or charter amendment

Source: National Complete Streets Coalition, 2/18/2010



S. 1156 - The Safe Routes to School Program Reauthorization Act

H.R. 4021 - The Safe Routes to High Schools Act

Issue

Safe Routes to School (SRTS) is a proven national program to create safe, convenient and fun ways for children to walk and bike to school. In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) provided \$600 million over five years to enable states and local agencies to implement construction, education and encouragement programs around schools K-8.

More than 70 percent of the funds have been spent in 6,500 schools around the country – impressive numbers yet only 7.5 percent of eligible schools will receive funding under the current program. The funds are in great demand but Federal and state regulations and paperwork hamper implementation.

Key Facts and Figures

- Fewer than 15 percent of school students walk or bike to school, down from nearly 50 percent in 1969.
- SRTS projects have increased walking and bicycling by between 20 percent and 200 percent and typically show crash reductions of up to 50 percent.
- Walking one mile to and from school equals two-thirds of the recommended level of physical activity per day and also improves air quality and congestion around schools.

Status

The SRTS program is part of the larger Federal transportation bill that is pending reauthorization. We ask members of Congress to co-sponsor bills that would further expand the scope and funding for the program.

S. 1156 the Safe Routes to School Program Reauthorization Act, was introduced by Senators Harkin (D-IA), Sanders (I-VT), Merkley (D-OR) and Collins (R-ME) and currently has 21 Co-sponsors. The bill would:

- Increase funding to \$600 million annually (triple the FY2009 level of \$183 million) and improve project delivery by reducing paperwork and unnecessary regulations
- Expand eligibility to High Schools; allow funds to be used for bus stop safety and rural access programs; add a research and evaluation component

H.R. 4021 the Safe Routes to High School Act, was introduced by Representative Earl Blumenauer and currently has 21 co-sponsors. The bill would:

- Expand SRTS eligibility to High Schools

National Bike Summit Ask

Please ask your senator and representative to co-sponsor S. 1156 or H.R. 4021. Please thank them if they have already done so.

CURRENT CO-SPONSORS Bill Number S 1156

ALASKA: Mark Begich (D)	MICHIGAN: Carl Levin (D) Debbie Stabenow (D)
ARKANSAS: Blanche Lincoln (D)	MINNESOTA: Amy Klobuchar (D)
CONNECTICUT: Christopher Dodd (D)	NEW YORK: Charles Schumer (D) Kirsten Gillibrand (D)
FLORIDA: Bill Nelson (D)	NORTH CAROLINA: Richard Burr (R)
ILLINOIS: Roland Burris (D)	OREGON: Ron Wyden (D) Jeff Merkley (D)
IOWA: Tom Harkin (D)	PENNSYLVANIA: Robert Casey (D)
LOUISIANA: Mary Landrieu (D)	VERMONT: Patrick Leahy (D) Bernard Sanders (I)
MAINE: Olympia Snowe (R) Susan Collins (R)	
MARYLAND: Benjamin Cardin (D)	

CURRENT CO-SPONSORS Bill Number H.R. 4021

CALIFORNIA: Doris Matsui (D) Lois Capps (D) Mary Bono Mack (R) Bob Filner (D)	NEW YORK: Mike McMahon (D) Paul Tonko (D)
ILLINOIS: Janice Schakowsky (D)	NORTH CAROLINA: David Price (D)
LOUISIANA: Bill Cassidy (R)	OREGON: David Wu (D) Earl Blumenauer (D)
MICHIGAN: John Conyers (D)	PENNSYLVANIA: Joe Sestak (D) Allyson Schwartz (D)
MISSOURI: Russ Carnahan (D)	VERMONT: Peter Welch (D At-Large)
NEW JERSEY: Rush Holt (D)	VIRGINIA: Tom Perriello (D) James Moran (D) Gerry Connolly (D)
NEW MEXICO: Harry Teague (D)	



SAFE ROUTES TO SCHOOL FEDERAL PROGRAM State of the States, February 2010

This chart can be used in Congressional meetings to discuss the amount of funds available to a state through the federal Safe Routes to School program, and how much funding has been awarded out to local communities as of December 31, 2009.

State	Funding Available (FY05-Q1 FY10, post-rescission) *	Total awarded**	Percent Awarded	Change in amount awarded since prior quarter
ALABAMA	\$9,014,989	\$8,202,771	91%	\$0
ALASKA	\$5,134,747	\$1,416,702	28%	\$0
ARIZONA	\$11,316,129	\$3,700,000	33%	\$0
ARKANSAS	\$5,907,871	\$4,099,340	69%	\$0
CALIFORNIA	\$67,784,564	\$91,141,367	134%	\$219,541
COLORADO	\$8,711,098	\$7,831,424	90%	\$0
CONNECTICUT	\$6,947,958	\$2,911,200	42%	\$0
DELAWARE	\$4,912,890	\$2,306,588	47%	\$740,478
DISTRICT OF COLUMBIA	\$4,912,890	\$2,920,360	59%	\$105,615
FLORIDA	\$29,229,583	\$44,104,561	151%	(\$5,364,767)
GEORGIA	\$17,641,192	\$4,982,979	28%	\$0
HAWAII	\$4,912,890	\$549,133	11%	\$0
IDAHO	\$4,950,941	\$4,532,834	92%	\$0
ILLINOIS	\$23,326,320	\$22,039,071	94%	\$0
INDIANA	\$12,024,903	\$6,930,143	58%	\$0
IOWA	\$6,081,907	\$5,364,708	88%	\$0
KANSAS	\$5,985,449	\$4,562,719	76%	\$0
KENTUCKY	\$7,993,641	\$9,526,165	119%	\$0
LOUISIANA	\$8,939,864	\$6,702,343	75%	\$0
MAINE	\$4,912,890	\$4,260,000	87%	\$0
MARYLAND	\$10,740,987	\$9,152,176	85%	\$340,256
MASSACHUSETTS	\$11,272,604	\$2,513,484	22%	\$628,729
MICHIGAN	\$19,102,056	\$13,990,389	73%	\$0
MINNESOTA	\$9,638,879	\$7,517,000	78%	\$0
MISSISSIPPI	\$6,484,276	\$5,986,933	92%	(\$259,921)
MISSOURI	\$10,734,779	\$8,994,221	84%	\$0
MONTANA	\$4,941,399	\$1,270,090	26%	\$0
NEBRASKA	\$4,939,221	\$4,186,603	85%	\$0
NEVADA	\$2,001,656	\$1,594,971	80%	\$0
NEW HAMPSHIRE	\$4,919,891	\$2,381,507	48%	\$0
NEW JERSEY	\$15,910,673	\$14,345,900	90%	\$0
NEW MEXICO	\$5,047,429	\$1,179,973	23%	\$172,711
NEW YORK	\$31,700,167	\$27,499,133	87%	\$0
NORTH CAROLINA	\$15,629,107	\$6,532,817	42%	\$0
NORTH DAKOTA	\$4,912,890	\$3,218,492	66%	\$0
OHIO	\$20,551,472	\$9,692,150	47%	\$900,000
OKLAHOMA	\$7,091,834	\$3,372,270	48%	\$11,306
OREGON	\$6,723,719	\$2,940,932	44%	\$0
PENNSYLVANIA	\$20,974,273	\$18,968,368	90%	\$150,000
RHODE ISLAND	\$4,912,890	\$1,868,789	38%	\$0
SOUTH CAROLINA	\$8,142,702	\$5,152,000	63%	\$0
SOUTH DAKOTA	\$4,912,890	\$1,417,449	29%	\$0
TENNESSEE	\$11,011,361	\$6,185,850	56%	\$0
TEXAS	\$44,964,941	\$25,618,783	57%	\$0
UTAH	\$6,113,717	\$5,301,450	87%	(\$967,161)
VERMONT	\$4,912,890	\$2,713,661	55%	\$33,000
VIRGINIA	\$14,002,678	\$5,903,626	42%	\$0
WASHINGTON	\$11,365,332	\$10,517,000	93%	\$0
WEST VIRGINIA	\$4,912,890	\$4,981,987	101%	\$0
WISCONSIN	\$10,167,343	\$7,119,379	70%	\$188,600
WYOMING	\$4,912,890	\$4,661,053	95%	\$0
TOTAL ***	\$594,292,552	\$425,029,442	72%	\$30,587,387

* Provided by the Federal Highway Administration. Includes all funds available in FY05-09 and first quarter of FY10, less the September 2009 rescissions.

** From the National Center for Safe Routes to Schools Winter 2009 Status report. Includes funding for local programs and statewide spending.

*** Total awarded is the sum of each state's total awarded, except for those states that have awarded more than 100% of available funds. In these cases, the figure used is total funding available.