

Active Community Transportation Act (HR 4722)



OPPORTUNITY

Half the trips in America are within a 20-minute bicycle ride, and a quarter of trips are within a 20-minute walk¹. Though the vast majority of even these short trips are made by car, reflecting decades of disproportionate spending on roads, Americans overwhelmingly want more choices to walk and bike for their daily travel.

Focused federal investment is needed to complete networks of active transportation infrastructure that will make it safe and convenient to walk and bike to work, school, shops, recreation and transit.

LEGISLATION

The Active Community Transportation Act (ACT Act, HR 4722²), introduced by Rep. Blumenauer (Ore.) in March 2010, would:

- **Give Americans** healthy, clean and affordable transportation choices;
- **Establish a competitive grant program** at U.S. DOT averaging \$400 million/year to shift trips to bicycling and walking; and
- **Enable more than 50 communities** to complete active transportation systems connecting homes, schools, workplaces, shops, recreational centers and transit services.

The ACT Act enjoys broad support:

- Attracted 60 House signatures in first four months;
- Endorsed³ by more than 350 local, regional, state and national organizations from 43 states, including businesses, advocates, and a bipartisan group of 30+ mayors and other elected officials;
- Bipartisan requests for Transportation and Infrastructure Committee to include active transportation program in reauthorization.

IMPACT

Through Rails-to-Trails Conservancy's (RTC) Campaign for Active Transportation, 52 diverse communities from around the country developed case statements showing how they would invest focused federal funds to shift trips to walking and biking, and how their communities would become healthier and more prosperous.



With strategic investments to fill gaps, every resident of Cleveland would live within a 10-minute bike ride of a trail system connecting major employment, activity and residential centers.



Lafitte Corridor, New Orleans: Residents are working to transform this former rail corridor into a trail to help revitalize a neighborhood where nearly half of commuters walk, bike or ride transit.

PIONEERING PROJECTS



Four communities—Marin County, Calif., Minneapolis, Minn., Columbia, Mo., and Sheboygan County, Wis.—are demonstrating the potential for focused federal investment to shift trips to bicycling and walking through the Nonmotorized Transportation Pilot Program (SAFETEA-LU, Sec. 1807). Above, restoration of the Cal Park Tunnel in Marin County will connect active transportation networks to the San Francisco ferry and will also accommodate new rail service.



A Transportation Investment Generating Economic Recovery (TIGER) grant from U.S. DOT will help construct the Camden GreenWay, jumpstarting Camden's integrated active transportation system that will connect to Philadelphia, a vital tool to promote health and economic development.

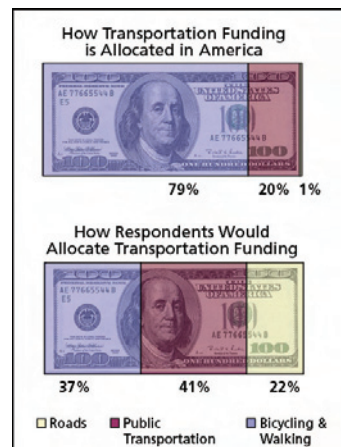


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BENEFITS

Investing in active transportation could save America \$10 to \$66 billion annually, considering only the health, transportation and climate/oil benefits of shifting some short driving trips to biking and walking.

- Americans need alternatives to sitting in gridlock for short trips. Investing in active transportation increases biking and walking trips, which improves mobility and transit use. Even small reductions in driving ease congestion, making roadways more efficient for everyone.
- Active transportation investments are highly cost-effective. They create jobs, revitalize local economies, reduce oil dependence, save taxpayer dollars and reduce driving costs for American families.
- Safe and convenient opportunities to bicycle and walk could enable 50 to 90 million more Americans to meet the Centers for Disease Control and Prevention's physical activity recommendations.
- Providing active and public transportation options is a critical equity issue. More than a third of households in many cities lack access to a car.



Summary of the Benefits from Bicycling and Walking

Benefits are quantified based on:

- a Modest Scenario (13 percent mode share)
- a Substantial Scenario (25 percent mode share)

Status quo was 9.6 percent mode share at time of analysis, but is now 12 percent.

Factor of Interest	Modest Scenario	Substantial Scenario
Avoided driving (billion miles per year)	69	199
Fuel savings (billion gallons per year)	3.8	10.3
CO ₂ emission reductions (million tons per year)	33	91
Physical activity (average daily minutes per person)	5	9
Monetary value of the above benefits (per year)	\$10.4 billion	\$65.9 billion



¹ Unless otherwise indicated, data referenced here is from RTC's Active Transportation for America report: www.railstotrails.org/ATFA

² www.railstotrails.org/ACT_bill

³ www.railstotrails.org/support_letter

⁴ National transportation poll commissioned by Transportation for America, designed by Collective Strength, and fielded by Harris Interactive from December 1–19, 2007.