

Active Transportation Infrastructure Investment Program

Background

The **Active Transportation Infrastructure Investment Program (ATIIP)** would provide one billion in direct competitive grant funding over five years to help eligible entities build connected active transportation systems that ensure people can get where they want to go safely biking, walking or rolling, while reducing carbon emissions and creating new jobs. The ATIIP was introduced as a stand-alone bill by Sens. Ed Markey (D-MA), Dan Sullivan (R-AK) and Chris Van Hollen (D-MD) in February 2021 as the [Connecting America's Active Transportation System Act](#). It was authorized in the Infrastructure Investment and Jobs Act under the new name ATIIP. To begin to build out active transportation networks, the ATIIP will need to be funded in the appropriations process.

What It Does

- ✔ Provides direct competitive grants amounting to \$200 million annually to local and state governments or organizations to construct projects that provide safe and connected active transportation facilities as part of an active transportation network or active transportation spine.
- ✔ Connects people to destinations within or between communities, including schools, workplaces and other community areas. Active transportation spines can connect communities, metropolitan regions and states.
- ✔ Grants the Department of Transportation discretion to increase the federal share to 100% for disadvantaged communities with a poverty rate of over 40%.

Why It Matters

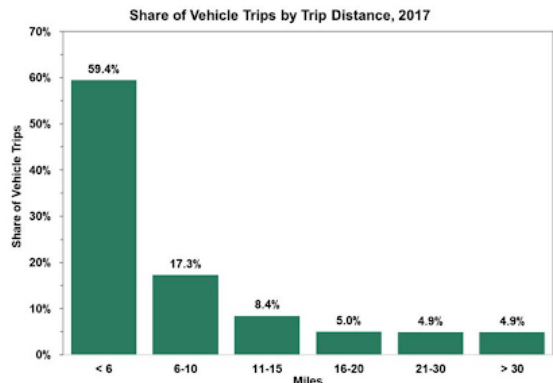
In 2017, the National Household Survey found nearly half of all trips Americans take are within 3 miles, or a 20 minute bicycle ride, and more than 20% of all trips are within a 20 minute walk. Shifting some of these trips from driving to walking or bicycling can reduce pollution and traffic congestion, while increasing physical activity levels and enhancing mobility for people with disabilities.¹

For the safety benefits of bicycling facilities to be fully realized, the facilities must connect to each other in networks. Connected bike networks increase ridership and the number of bike trips, improve safety and decrease automobile crash incidents (Pedestrian and Bicycle Information Center).²

Federal transportation policy that prioritizes everyone, whether or not they drive, will provide increased opportunity and access for low-income and underserved communities.

Car trips under one mile long add up to about 10 billion miles per year, according to the 2009 National Household Transportation Survey. If we reduced these trips by half, and instead biked or walked, we would save around \$575 million in fuel costs each year and reduce carbon emissions and about 2 million metric tons of CO₂ per year.³

The Federal Highway Administration's household survey found that over 60% of trips by automobiles are shorter than 6 miles and 75% of trips were shorter than 10 miles long. Better connected biking and walking networks will help shift some of these shorter car trips to walking and biking.⁴



GETTING OUT OF OUR CARS FOR ½ OF SHORT TRIPS COULD SAVE:

- **\$900 million dollars** in driving costs per year
- **2 million metric tons** of CO₂ per year (equivalent to taking 400, 000 cars off the road)

1 Rails-to-Trails Conservancy. "Support for the Connecting America's Active Transportation System Act: Rails-to-Trails Conservancy." <https://www.railstotrails.org/policy/trailstransform/caats/>.

2 Defining Connected Bike Networks - Pedbikeinfo.org. https://www.pedbikeinfo.org/cms/downloads/InfoBrief_PBIC_Networks.pdf.

3 "What If We Kept Our Cars Parked for Trips Less Than One Mile?" EPA, Environmental Protection Agency, <https://www.epa.gov/greenvehicles/what-if-we-kept-our-cars-parked-trips-less-one-mile>.

4 National Household Travel Survey, <https://nhts.ornl.gov/vehicle-trips>.

What You Can Do

Fully fund the Active Transportation Infrastructure Investment Program through the appropriations funding process.