

Congress of the United States
Washington, DC 20515

February 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Ms. Shalanda Young
Acting Director
Office of Management and Budget
725 17th Street, NW
Washington, DC 20503

Dear Secretary Buttigieg and Acting Director Young:

We write to request that you include full funding for the new Active Transportation Infrastructure Investment Program (ATIIP), recently authorized in section 11529 of the *Infrastructure Investment and Jobs Act* (IIJA),¹ in the President's proposed Fiscal Year 2023 annual budget.

Full funding for the ATIIP would help meet the overwhelming nationwide demand for active transportation networks that provide opportunities for safe walking and bicycling to daily destinations. It would also help enable our communities to address climate change by shifting transportation to carbon-free transportation options. A brief survey in spring 2020 of local transportation planners and bicycle and pedestrian organizations identified several billions of dollars in unmet need to fill gaps in active transportation networks, and the actual unmet need is estimated to be at least several times that.² Although the increase in Transportation Alternatives funds in the IIJA is critically important, these diffuse investments allocated to states and regions do not sufficiently address the need for concentrated investments in places that have numerous gaps to fill in their comprehensive active transportation networks. For example, the active transportation network in metro Eugene, Oregon 2035 Transportation System Plan will cost over \$71 million and serve 375,000 people, less than 9% of the state's population.³ In contrast, the current total annual funds allocated to the entire state through the Transportation Alternatives Program is approximately \$7.8 million.⁴

¹ *Infrastructure Investment and Jobs Act*, Pub. L. No. 117-58, § 11529 (2021).

² Press Release, Rails-to-Trails Conservancy, RTC Pushes Congress to Resolve Unfinished Business with Reconciliation Package (Aug. 24, 2021), <https://www.railstotrails.org/resource-library/resources/rtc-pushes-congress-to-resolve-unfinished-business-with-reconciliation-package>.

³ City of Eugene, *Eugene 2035 Transportation System Plan* 69 (Feb. 2017), <https://www.eugene-or.gov/DocumentCenter/View/40989/ETSP-Volume1-No-Attachments>.

⁴ U.S. Department of Transportation Federal Highway Administration, *Fiscal Year (FY) 2021 Computational Tables*, <https://www.fhwa.dot.gov/fastact/fy2021comp.pdf?revised> (last visited Dec. 14, 2021).

The ATIIP would also help our nation meet key goals the Biden administration has laid out for transportation investments, including reducing greenhouse gas emissions, reversing rising fatalities and serious injuries among pedestrians and bicyclists, providing equitable mobility options, and rebuilding our local economies from the COVID-19 pandemic. A recent analysis found that a substantial investment in active transportation focused on mode shift to walking and biking could reduce U.S. greenhouse gas emissions by 54 million metric tons annually.⁵ The Nonmotorized Transportation Pilot Project created by Congress proved that connectivity investments make significant increases in walking and bicycling possible without any increase in pedestrian and bicyclist fatalities and crashes.⁶ Active transportation connectivity will also help ensure greater equity by providing affordable and accessible transportation options for the millions of U.S. households that do not own a car, as well as by reducing disparities in traffic injuries and fatalities that disproportionately impact low-income communities and communities of color.⁷

The Fiscal Year 2023 budget is an opportunity for us to complete some of the unfinished business of the IJA and invest in the infrastructure projects that Americans most want. If fully funded, the Active Transportation Infrastructure Investment Program could be a critical tool to achieve our nation's transportation goals, providing a uniquely high return on investment. We therefore respectfully request that you include full funding for this program in President Biden's proposed budget.

Thank you for your attention to this important matter.

Sincerely,



Edward J. Markey
United States Senator



Chris Van Hollen
United States Senator



Chris Pappas
Member of Congress



Jared Huffman
Member of Congress

⁵ Torsha Bhattacharya et al., *Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity* 34-35, Rails-to-Trails Conservancy (Oct. 2019), https://www.railstotrails.org/resourcehandler.ashx?name=active-transportation-transforms-america&id=21688&fileName=ActiveTransport_2019%20Report_FINAL_Reduced.pdf.

⁶ U.S. Department of Transportation Federal Highway Administration, *Nonmotorized Transportation Pilot Program: Continued Progress in Developing Walking and Bicycling Networks* 39 (May 2014), https://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2014_report/hep14035.pdf.

⁷ Cara Hamann et al., *Racial disparities in pedestrian-related injury hospitalizations in the United States*, BMC Public Health (Sept. 25, 2020), <https://bmcpublichealth.biomedcentral.com/articles/10.1186/s12889-020-09513-8>.