



REPORT TO LAW & LEGISLATION COMMITTEE City of Sacramento

915 I Street, Sacramento, CA 95814-2671

Consent
July 20, 2010

Honorable Members of the
Law and Legislation Committee

Subject: Endorse H. R. 4722, the Active Community Transportation Act of 2010

Location/Council District: Citywide

Recommendation: Support H.R. 4722, the Active Community Transportation Act of 2010 proposed by Congressman Earl Blumenauer, Oregon's 3rd District.

Contact: Azadeh Doherty, Principal Planner, 808-3137

Presenters: None

Department: Transportation

Division: Office of Director

Organization No: 15001041

Description/Analysis

Issue: This bill proposes a new federal transportation funding program to encourage a mode shift within selected communities. This program is designed to promote safe and convenient transportation options such as riding a bicycle and walking for routine travel. The program is called the Active Community Transportation (ACT) Act of 2010. ACT establishes a \$2 billion competitive grant program within the Department of Transportation and will ensure that the active transportation programs that receive funding are strategic and comprehensive. If passed, the ACT will have two grant application rounds with grant opportunities ranging from \$5 to \$15 million for qualified communities. The City of Sacramento will benefit from this program since the City is a leader in promoting alternative modes of transportation and is ready to implement many pedestrian and bicycle projects that will enhance the quality of life of Sacramentans.

Policy Considerations: The City's General Plan promotes development of an integrated, multi-modal transportation system that offers attractive choices among modes including walking and biking. The General Plan policies support the goal of making Sacramento a model pedestrian-friendly city and creation of a comprehensive and integrated bicycle system that is accessible to all.

The City of Sacramento has adopted Pedestrian and Bicycle Master Plans. These two plans have identified many unfunded pedestrian and bicycle improvement projects that are currently listed in the City's Transportation Programming Guide.

Environmental Considerations: Endorsement of H.R. 4722 has no adverse environmental impacts.

Rationale for Recommendation: Supporting H.R. 4722 will place the City of Sacramento in good position for this potential future transportation funding.

Financial Considerations: None at this time. However, if this bill is approved, the City will have an opportunity to qualify for transportation grants ranging from \$5 million to \$15 million for pedestrian and bike improvements.

Emerging Small Business Development (ESBD): There are no ESBD considerations since there are no goods or services being purchased.

Respectfully Submitted by: Francesca L. Halbakken
Francesca L. Halbakken
Operations Manager

Approved by: Jerry Way
Jerry Way
Director of Transportation

Recommendation Approved:

Gus Yina
Gus Yina
Interim City Manager

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Attachment 1

Background

With significant resources and in coordination with the administration's new Partnership for Sustainable Communities (which includes the Department of Housing and Urban Development, the Department of Transportation, and the Environmental Protection Agency), Congressman Blumenauer has proposed the Active Community Transportation Act to provide long- term directed funding for alternative modes of transportation.

If passed, this Act will establish a \$2 billion competitive grant program within the U.S. Department of Transportation. This legislation will have two grant application cycles. The first cycle will take place 180 days after the passage of the bill and qualified communities will receive annual grants ranging from \$5 million to \$15 million for five years. The second application round will take place two years after the passage of the bill. Qualified communities will receive annual grants ranging from \$5 million to \$15 million for three years. The two grant cycle will give communities sufficient time to apply and will allow communities that apply in the second round to learn from any errors made in the first round.

Attachment 2

Sample Letter

July 20, 2010

The Honorable Earl Blumenauer
United States Congress, Third District of Oregon
2267 Rayburn House Office Building
Washington, DC 20515

Subject: Support for H.R. 4722, the Active Community Transportation Act of 2010

Dear Congressman Blumenauer:

On behalf of the City of Sacramento, I am pleased to express our strong support for H.R. 4722, the Active Community Transportation Act of 2010. We sincerely appreciate your recognition of the importance of funding pedestrian and bicycle projects that broaden transportation choices for all Americans including older Americans, children, people with disabilities and residents of metropolitan areas.

The City of Sacramento also recognizes the importance of developing a multi-modal transportation network that will minimize impacts to the environment and neighborhoods and encourage federal investment in alternative modes of transportation that affirm the priority of walking and biking in livable communities.

We support funding for the Active Community Transportation ACT of 2010 and believe that this legislation will help walking become more practical for short trips and encourage bicycling for both short- and long-distance trips, improve transit, conserve energy resources and reduce greenhouse gas emissions and air pollution.

We look forward to the opportunity to participate in this transportation program. Thank you for your leadership on proposing H.R. 4722 and your efforts to create a transportation system that is safe and accessible to all Americans.

Sincerely,

Lauren Hammond, Chair
Law and Legislation Committee

C: The Honorable Doris Matsui, United States Congress, District 5, California
Mayor Kevin Johnson, City of Sacramento
Sacramento City Councilmembers

111TH CONGRESS
2D SESSION

H. R. 4722

To direct the Secretary of Transportation to carry out an active transportation investment program to encourage a mode shift to active transportation within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 2, 2010

Mr. BLUMENAUER (for himself, Mr. CAPUANO, Mr. CARNAHAN, Mr. COHEN, Mr. FILNER, Mr. LIPINSKI, and Mr. MORAN of Virginia) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Secretary of Transportation to carry out an active transportation investment program to encourage a mode shift to active transportation within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Active Community
5 Transportation Act of 2010”.

1 **SEC. 2. FINDINGS.**

2 Congress finds the following:

3 (1) Nearly half of the trips taken in the United
4 States are within a 20-minute bicycle ride, and a
5 quarter of such trips are within a 20-minute walk.

6 (2) Approximately 90 percent of public trans-
7 portation trips are accessed by walking or bicycling.

8 (3) More than 100 communities across the Na-
9 tion have adopted complete streets policies, thereby
10 proving the commitment of these communities to
11 creating streets that are safe and convenient for
12 users of all ages and abilities, including those who
13 are walking, bicycling, taking public transportation,
14 or driving.

15 (4) Communities that invest in active transpor-
16 tation infrastructure experience significant increases
17 in bicycling and walking rates over time, and such
18 investments are in strong demand because they en-
19 hance the livability of communities.

20 (5) The communities that perform best in en-
21 couraging active transportation create inter-
22 connected systems that make it convenient and safe
23 to travel on foot or by bicycle to destinations on a
24 routine basis.

25 (6) Achieving a mode shift to active transpor-
26 tation within a community requires intensive, con-

1 centrated funding of active transportation systems
2 rather than discrete, piecemeal projects.

3 (7) Increased use of active transportation leads
4 to reductions in traffic congestion, greenhouse gas
5 emissions, vehicle miles traveled, oil dependence, air
6 pollution, and obesity and diseases associated with
7 physical inactivity.

8 (8) Given the contribution that active transpor-
9 tation makes to these national policy goals, and the
10 opportunity active transportation provides to accom-
11 modate short trips at the least cost to the public and
12 individuals, funding of active transportation is one
13 of the most strategic and cost effective Federal
14 transportation investments available.

15 **SEC. 3. DEFINITIONS.**

16 In this Act, the following definitions apply:

17 (1) **ACTIVE TRANSPORTATION.**—The term “ac-
18 tive transportation” means mobility options powered
19 solely by human energy, such as bicycling and walk-
20 ing.

21 (2) **INDIAN TRIBE.**—The term “Indian tribe”
22 has the meaning given that term in section 4(e) of
23 Indian Self-Determination and Education Assistance
24 Act (25 U.S.C. 450b(e)).

1 (3) PROGRAM.—The term “program” means
2 the active transportation investment program estab-
3 lished under section 4.

4 **SEC. 4. ACTIVE TRANSPORTATION INFRASTRUCTURE IN-**
5 **VESTMENT PROGRAM.**

6 (a) IN GENERAL.—The Secretary of Transportation
7 shall carry out an active transportation investment pro-
8 gram in accordance with the requirements of this section.

9 (b) PURPOSE.—The purpose of the program shall be
10 to encourage a mode shift to active transportation within
11 selected communities by providing safe and convenient op-
12 portunities to bicycle and walk for routine travel.

13 (c) SELECTION OF COMMUNITIES.—

14 (1) APPLICATIONS.—A community seeking to
15 participate in the program shall submit to the Sec-
16 retary an application that is in such form and con-
17 tains such information as the Secretary may require.

18 (2) INITIAL AND ADDITIONAL SELECTIONS.—

19 (A) INITIAL SELECTIONS.—The Secretary
20 shall select initial communities to participate in
21 the program. Such communities shall partici-
22 pate in the program in each of fiscal years
23 2011 through 2015.

24 (B) ADDITIONAL SELECTIONS.—Following
25 the initial selections under subparagraph (A),

1 the Secretary shall select additional commu-
2 nities to participate in the program. Such com-
3 munities shall participate in the program in
4 each of fiscal years 2013 through 2015.

5 (3) CRITERIA.—

6 (A) IN GENERAL.—In selecting commu-
7 nities to participate in the program, the Sec-
8 retary shall consider, at a minimum, the extent
9 to which a community—

10 (i) provides a plan for development of
11 walking and bicycling infrastructure that is
12 likely to contribute to a significant trans-
13 portation mode shift to walking and bicy-
14 cling;

15 (ii) demonstrates broad community
16 support that will facilitate successful and
17 expeditious implementation;

18 (iii) demonstrates a cohesive plan in
19 which noninfrastructure elements, where
20 proposed, reinforce achievement of the pur-
21 pose of the program;

22 (iv) provides evidence of regulatory or
23 financial incentives or community design
24 policies that facilitate significant increases
25 in bicycling or walking; and

1 (v) commits State, local, or eligible
2 Federal matching funds, in addition to
3 Federal funds made available under this
4 section, to projects eligible for assistance
5 under this section.

6 (B) STRATEGIC PRIORITIES THAT FACILI-
7 TATE SUCCESS.—For purposes of subparagraph
8 (A)(i), strategic priorities that facilitate success
9 in increasing walking and bicycling include ef-
10 fective plans—

11 (i) to create a network of active trans-
12 portation facilities connecting neighbor-
13 hoods with destinations such as work-
14 places, schools, residences, businesses,
15 recreation areas, and other community ac-
16 tivity centers;

17 (ii) to integrate active transportation
18 facilities with transit services, where avail-
19 able, to improve access to public transpor-
20 tation; and

21 (iii) to deliver safe, convenient, cost-
22 effective mobility via walking and bicycling.

23 (C) INDICATORS OF COMMUNITY SUP-
24 PORT.—For purposes of subparagraph (A)(ii),
25 indicators of community support include—

1 (i) the use of public input in the de-
2 velopment of transportation plans; and

3 (ii) the commitment of community
4 leaders to the success and timely imple-
5 mentation of projects eligible for assistance
6 under this section.

7 (d) GRANTS.—

8 (1) IN GENERAL.—The Secretary shall make
9 grants to each community selected to participate in
10 the program.

11 (2) RECIPIENTS.—A recipient of a grant rep-
12 resenting a community under the program shall be
13 a local or regional governmental organization, multi-
14 county special district, or Indian tribe that the Sec-
15 retary determines is suitably equipped and organized
16 to carry out the objectives and requirements of this
17 section. Such organizations include metropolitan
18 planning organizations and other regional planning
19 organizations.

20 (3) SUBRECIPIENTS.—A recipient of a grant
21 under the program may suballocate funds from the
22 grant to a nonprofit organization to carry out the
23 purposes of the program.

24 (4) INCLUSION OF CERTAIN COMMUNITIES.—To
25 fulfill the Nation's need to achieve and document

1 mode shift to bicycling and walking over time, the
2 4 communities that received pilot funding under sec-
3 tion 1807 of SAFETEA-LU (119 Stat. 1460) may
4 be among the communities selected by the Secretary
5 under subsection (e).

6 (5) GRANTS AMOUNTS.—

7 (A) IN GENERAL.—The Secretary may
8 make a grant as low as \$5,000,000 and as high
9 as \$15,000,000 per fiscal year for a community
10 participating in the program. The Secretary
11 shall ensure that grant awards under the pro-
12 gram are sufficiently high to enable a mode
13 shift to active transportation.

14 (B) JUSTIFICATION FOR LARGER
15 GRANTS.—Subject to the \$15,000,000 per fiscal
16 year limit set forth in subparagraph (A), the
17 Secretary may justify a grant in a higher
18 amount for a community under the program
19 based on the population served, greater oppor-
20 tunities to shift trips to bicycling and walking,
21 or use of innovative design features.

22 (e) ELIGIBLE PROJECTS.—Grants made to commu-
23 nities under this section shall be used for one or more of
24 the following purposes:

1 (1) To carry out projects to construct networks
2 of active transportation infrastructure facilities, in-
3 cluding sidewalks, bikeways, and pedestrian and bi-
4 cycle trails, that connect people with public transpor-
5 tation, workplaces, schools, residences, businesses,
6 recreation areas, and other community activity cen-
7 ters.

8 (2) To carry out projects to provide for bicycle
9 boxes, cycle tracks, bicycle boulevards, dual traffic
10 signals, and bicycle sharing stations.

11 (3) To carry out projects to restore and up-
12 grade current active transportation infrastructure
13 facilities.

14 (4) To carry out projects to support educational
15 activities, safety-oriented activities, and technical as-
16 sistance to further the purpose of the program.

17 (f) PROGRAM MEASURES.—In carrying out the pro-
18 gram, the Secretary shall develop statistical information
19 on changes in motor vehicle, active transportation, and
20 public transportation usage in communities participating
21 in the program and assess how the changes impact conges-
22 tion and energy usage, impact the frequency of bicycling
23 and walking, and impact health, safety, and the environ-
24 ment. In addition, the Secretary shall develop interim
25 measures of progress, which may include indicators of

1 public engagement, educational outcomes, and project ad-
2 vancement into planning and development.

3 (g) DEADLINES.—

4 (1) REQUEST FOR APPLICATIONS.—Not later
5 than 60 days after the date of enactment of this
6 Act, the Secretary shall publish in the Federal Reg-
7 ister a request for applications pursuant to sub-
8 section (c)(1).

9 (2) SELECTION OF INITIAL COMMUNITIES.—
10 Not later than 180 days after such date of enact-
11 ment, the Secretary shall select initial communities
12 to participate in the program under subsection
13 (c)(2)(A).

14 (3) SELECTION OF ADDITIONAL COMMU-
15 NITIES.—Not later than September 30, 2012, the
16 Secretary shall select additional communities to par-
17 ticipate in the program under subsection (c)(2)(B).

18 (4) GRANTS.—The Secretary shall make grants
19 to selected to participate in the program under sub-
20 section (c)—

21 (A) for fiscal year 2011, not later than the
22 later of—

23 (i) the 60th day after the date of the
24 selection of communities under subsection
25 (c)(2)(A); and

1 (ii) the 30th day of the fiscal year;

2 and

3 (B) for each of fiscal years 2012 through

4 2015, not later than 30th day of the fiscal year.

5 (h) REPORTS.—

6 (1) IN GENERAL.—The Secretary shall submit

7 to Congress—

8 (A) an interim report on progress made

9 under the program not later than September

10 30, 2014; and

11 (B) a final report on progress made under

12 the program not later than September 30,

13 2016.

14 (2) CONTENTS.—Each report submitted under

15 paragraph (1) shall include the Secretary's findings

16 concerning the best practices of communities partici-

17 pating in the program and the impediments experi-

18 enced by such communities relating to program de-

19 velopment and achieving a mode shift to active

20 transportation.

21 (i) FUNDING.—

22 (1) AUTHORIZATION OF APPROPRIATIONS.—

23 There is authorized to be appropriated out of the

24 Highway Trust Fund (other than the Mass Transit

25 Account) to carry out this section—

- 1 (A) \$300,000,000 for fiscal year 2011;
2 (B) \$300,000,000 for fiscal year 2012;
3 (C) \$466,666,666 for fiscal year 2013;
4 (D) \$466,666,666 for fiscal year 2014;
5 and
6 (E) \$466,666,668 for fiscal year 2015.

7 (2) CONTRACT AUTHORITY.—Funds authorized
8 to be appropriated by this section shall be available
9 for obligation and administered in the same manner
10 as if the funds were apportioned under chapter 1 of
11 title 23, United States Code, except that the Federal
12 share of the cost of a project carried out using the
13 funds shall be 100 percent, and the funds shall re-
14 main available until expended and shall not be trans-
15 ferable.

16 (3) ADMINISTRATIVE COSTS.—

17 (A) SET ASIDE.—Each fiscal year, the Sec-
18 retary shall set aside not more than 1.5 percent
19 of the funds made available to carry out this
20 section to cover the costs of administrative, re-
21 search, technical assistance, communications,
22 and training activities under the program.

23 (B) CONTRACTS AND OTHER AGREE-
24 MENTS.—The Secretary may enter into con-
25 tracts with for-profit organizations, or con-

1 tracts, partnerships, or cooperative agreements
2 with other government agencies, institutions of
3 higher learning, or nonprofit organizations, to
4 perform activities with amounts set aside under
5 subparagraph (A). The Federal share of the
6 cost of such activities may be up to 100 per-
7 cent.

8 (C) LIMITATION ON STATUTORY CON-
9 STRUCTION.—Nothing in this paragraph may
10 be construed to prohibit a community from re-
11 ceiving research or other funds under title 23 or
12 49, United States Code.

13 (j) TREATMENT OF PROJECTS.—

14 (1) NONINFRASTRUCTURE PROJECTS.—Non-
15 infrastructure projects and infrastructure projects
16 that do not involve or lead directly to construction
17 assisted under this subsection shall not be treated as
18 projects on a Federal-aid system under chapter 1 of
19 title 23, United States Code.

20 (2) INFRASTRUCTURE PROJECTS.—Not later
21 than one year after the date of enactment of this
22 Act, the Secretary shall develop regulations or guid-
23 ance (or both) for Federal-aid projects under this
24 section that encourages the use of the programmatic
25 categorical exclusion, expedited procurement tech-

1 niques, and other best practices to facilitate produc-
2 tive and timely expenditure for projects that are
3 small, low impact, and constructed within an exist-
4 ing built environment.

5 (3) STATE PROCESSES.—The Secretary shall
6 work with State departments of transportation to
7 ensure that any guidance or regulation developed
8 under paragraph (2) is being implemented by States
9 and the Federal Highway Administration consist-
10 ently to avoid unnecessary delays in implementing
11 projects and to ensure the effective use of Federal
12 dollars.

13 (k) ASSISTANCE TO INDIAN TRIBES.—Notwith-
14 standing any other provision of law, the Secretary may
15 enter into grants agreements, self-determination con-
16 tracts, and self-governance compacts under the authority
17 of the Indian Self-Determination and Education Assist-
18 ance Act (25 U.S.C. 450 et seq.) with eligible Indian tribes
19 to carry out the purposes of this Act, and such grant
20 agreements, self-determination contracts, and self-govern-
21 ance compacts shall be administered in accordance with
22 that Act.

○