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Urge Your Representative to Speak in Favor of TIGER and Active Transportation in the House THUD Appropriations Bill!

Last month, the United States House of Representatives Appropriations Committee voted to support a Transportation, Housing, and Urban Development (THUD) appropriations bill that, if passed, would eliminate funding in the TIGER program for trail, walking and biking (active transportation) projects as well as other important transportation projects like transit. The bill would also severely cut funding for TIGER. Since its creation as part of the economic stimulus in 2009, TIGER has provided hundreds of millions of dollars to support pedestrian and bicycle projects around the country.

Starting on June 9, 2014, the full House of Representatives will be considering the FY15 THUD appropriations bill.

- **The House FY15 THUD bill also includes language that would restrict TIGER eligibility to roads/highways, bridges/tunnels, freight rail and ports.** This would be a major change to the grant program, which has facilitated a wide variety of innovative multi-modal projects including public transportation, passenger rail, *bicycle and pedestrian projects*.

In order to raise attention to our concern with these provisions in the bill, Representatives Mike Quigley (D-IL) and David Price (D-NC) are working with other friends of active transportation in the House of Representatives to organize an effort to have as many representatives as possible to speak out in support of funding for bicycle and pedestrian facilities, restoration of all former eligibilities, and funding at previous levels. **We are asking all members of the House of Representatives to join this effort and speak in support of active transportation.**

Please contact your Representative to ask him or her to join Representative Quigley's effort. The more representatives speak out in support of TIGER funding for active transportation and transit, the more likely this funding and eligibility will be restored in the conference committee and be retained in the next fiscal year.

Below are several talking points in support of maintaining full eligibility for transit and active transportation in the TIGER program.



a member of Earth Share

Talking Points in Support of TIGER Funding for Active Transportation:

- TIGER is a competitive program that pushes state and local officials to come up with innovative ideas with flexible funds. It is important that these funds be flexible so that local officials can respond to the transportation needs of their communities in the most effective and efficient ways possible.
- TIGER can fund unified projects that cover many different modes of transportation and cross over various agencies and jurisdictions. It can be very difficult, if not impossible, to accomplish this with other federal funds.
- The House changes to the TIGER program suggest that four types of infrastructure projects —highways, bridges/tunnels, ports and freight rail—are the only types of infrastructure central to our transportation network. These changes ignore the importance and significance of walking, biking and transit to our transportation network.
- TIGER motivates local officials to pursue innovative ideas and leverages local funds. In the first five rounds, on average, projects receiving TIGER funds leveraged more than 3.5 additional non-Federal dollars for every TIGER grant dollar.
- So far, TIGER has provided \$3.5 billion for 270 critical infrastructure projects covering all 50 states, the District of Columbia and Puerto Rico. This includes approximately \$153 million for projects specifically oriented toward bicycle and pedestrian infrastructure and hundreds of millions more in projects that include a bicycle and pedestrian element to them.
- TIGER is immensely popular among local transportation officials. In the first five rounds, USDOT received more than 5,300 project proposals seeking more than \$115 billion, proving that there is significant latent demand for this type of infrastructure investment program. Only 4-8% of grant applicants each year have received funding.
- Ridership on commuter and intercity passenger rail systems has been steadily growing in spite of a slow economy and is only predicted to increase as 50% of older people and one-third of Americans do not drive cars and younger people demand more public transportation options. Public transportation investment grows our economy.
- Bicycling and pedestrian use increased by about 62% from 2002 to 2012. Today, between 11 percent and 12 percent of all trips are made by biking and walking.
- A recent study found that bicycling infrastructure creates the most jobs for a given level of spending: For every \$1 million, cycling projects created 11.4 jobs; pedestrian only projects create about 10 jobs; multi-use projects create 9.6 jobs; road construction with bike/ped create 9.5 jobs; and road-only projects create 7.8 jobs.

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