



# New Opportunities for Bicycle and Pedestrian Infrastructure

## What is it?

The New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act of 2014 would take steps to advance equity for bicyclists and pedestrians, and offer mayors and communities a new tool for funding for bike/ped projects in low-income communities. The New Opportunities bill will allow communities to take advantage of low-cost financing for projects that make streets and sidewalks safer for all users through a new federal credit assistance program that would direct millions specifically for low-income communities. Twenty-five percent of the funding must be spent in low-income communities. The funding, \$11 million, is a set aside from the \$1 billion dollar TIFIA loan program funded in MAP-21.

## Why should I support it?

*It provides common sense transportation solutions.*

» The bill offers a new tool for mayors and local governments to finance needed transportation infrastructure, and doesn't add any new costs to the transportation bill or federal budget.

*It builds better integrated bicycling and multi-modal networks that reduce transportation costs and close gaps in job access for low-income families and individuals.*

» Nationally the average family earning less than \$50,000 per year spends 30% of its income on transportation.

» Residents earning less than \$30,000 per year accounted for 28% of bike trips in 2009 — more than 1.1 billion bike trips overall.

*It helps commuters.*

» Americans are driving less, and want to bike and walk more. Creating safe infrastructure gives commuters cheap and safe options.

» From 2000-2012, bike commuting rose 61% nationwide, but 80% in Bicycle Friendly Communities. Where infrastructure is safe and accessible, people bike more.

*It meets the need for safety and infrastructure*

» There are still disparities in access to safe infrastructure for low-income communities and people of color across the country.

» Bicycling and walking make up 12% of all trips, but more than 16% of all fatalities.

» Compared to white bicyclists, the fatality rate is 23% higher for Hispanic bicyclists and 30% higher for African American bicyclists.

» 71% of people of color agree that safer bicycling would make their community better.

## Bill number

HR 3978, Senate bill to be introduced

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