

**SAMPLE JURISDICTIONAL RESOLUTION ENDORSING
H.R. 4722, THE "ACTIVE COMMUNITY TRANSPORTATION ACT OF 2010":**

WHEREAS, Alameda County's *Countywide Bicycle Plan* and *Countywide Strategic Pedestrian Plan* include the following goals that support active transportation:

- Increase the number and percentage of walking trips with the intention of reducing motor vehicle use, preserving air quality, and improving public health.
- Improve pedestrian safety, especially for the young, elderly, and disabled.
- Ensure that essential pedestrian destinations throughout Alameda County - particularly public transit - have direct, safe and convenient pedestrian access.
- Complete the San Francisco Bay Trail and paved inter-jurisdictional East Bay Regional Park District trail systems that serve populated areas in Alameda County.
- Maximize the amount of funding for pedestrian projects, programs and plans in Alameda County, with an emphasis on implementation,
- Create and maintain an inter-county and intra-county bicycle network that is safe, convenient and continuous.
- Increase the potential for bicycle transportation by closing gaps in existing bikeways.
- Encourage policies and actions that foster bicycling as a mode of travel, and;

WHEREAS, nearly half of all trips for personal transportation in the United States are three miles or less in length, and thirty percent of all trips in the San Francisco Bay Area are one mile or less, making biking and walking a healthy alternative for a significant portion of daily trips; and

WHEREAS, bicyclists and pedestrians represent 9% of all personal trips nationwide (13% in Alameda County), and 14% of all traffic fatalities in the United States (almost 25% in Alameda County), yet receive less than 1% of all federal road spending; and

WHEREAS, the above disparity indicates an opportunity to create a substantial shift to these healthy, non-motorized transportation modes; and

WHEREAS, H.R. 4722, the Active Community Transportation Act of 2010 (Blumenauer) will create a competitive national program to provide communities with concentrated investments ranging from \$25-75 million over 5 years to create active transportation networks - walking and bicycling facilities and programs, and improved access to transit; and

WHEREAS, a national non-profit multi-modal transportation advocacy organization, the Rails-to-Trails Conservancy, is leading a national Active Transportation campaign which led to the introduction of H.R. 4722, and is advocating to incorporate the bill into the federal transportation reauthorization when passed by Congress; and

WHEREAS, Alameda County is working to provide healthy, cost-effective, sustainable transportation choices for its residents, and therefore joined the national Campaign for Active Transportation, and seeks to be one of the communities to receive funding from the Active Community Transportation Act of 2010 once enacted; and

WHEREAS, an Alameda County Active Transportation Plan was developed in 2008 with the input of a Steering Committee, Community Advisory Committee, Technical Advisory Committee and Organizing Committee, representing all areas of the county; and

WHEREAS, this Active Transportation Plan, which will benefit the entire county, will create active transportation opportunities for kids, commuters and community by investing in three priority areas:

1. Advancing pedestrian and bicycle access to transit,
2. Connecting communities with urban greenways, and
3. Inspiring the community to walk and bike through education and promotion programs.

WHEREAS, the overarching goal of this Plan is to increase the number of people walking, biking and using public transit in Alameda County from 22% today, to 30% by 2016.

[The adopting agency can add several WHEREAS clauses here discussing how there is great need and great potential to increase walking and bicycling in its particular jurisdiction. Good issues to address include: Local plans or policies that support this effort (bicycle, pedestrian, climate, etc); prior investment in bike-ped-trails; weather; topography; potential connections to major trip generators like schools, business centers, shopping districts; access to transit; major regional trail systems that attract millions of visitors, such as Bay Trail; etc.]

WHEREAS, Alameda County showed its tremendous support for active transportation in 2000 when 81.5% of voters approved a \$100 million investment in improving walking and biking as part of the passage of a twenty year local sales tax measure (Measure B); and

WHEREAS, in 2006 Alameda County adopted a *Countywide Strategic Pedestrian Plan*, a *Toolkit for Improving Walkability in Alameda County*, and a *Countywide Bicycle Plan*; and

WHEREAS, the *East Bay Regional Park District Master Plan*, as updated in 2007, encompasses an extensive system of multi-use trails in Alameda County; and

WHEREAS, municipalities in Alameda County continue to plan and develop active transportation infrastructure to:

- Create safe and green transportation routes,
- Promote healthy lifestyles,
- Invigorate the sense of community,
- Promote economic diversity and vitality,
- Improve air quality,
- Relieve motorized traffic congestion,
- Improve the efficiency of transportation infrastructure,
- Decrease dependency on carbon fuels, and
- Reduce the burden of infrastructure maintenance.

NOW, THEREFORE, BE IT RESOLVED that the **[insert agency name _____]** strongly supports and endorses H.R. 4722, the Active Community Transportation Act of 2010 to invest in communities that are creating safer, better walking and bicycling opportunities and improved access to transit for all their citizens.

[SIGNATURES & SEAL HERE]