Walking FAST

Building walkable communities under the new federal transportation law

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Fixing America’s Surface Transportation Act

Five years, $305 billion

• Modest dedicated active transportation pot
  – Transportation Alternatives: $850 million (+$15-30M/year)

• Continued eligibility for bigger programs

• Financing program reformed to make accessible to smaller projects
Transportation Alternatives Program

Largely *status quo*…

**Transportation Alternatives:**
- +3% over MAP-21, decoupled from highway funding
- structural changes symbolic, functions same (STPBG set aside)
- urban regions can shift $ to other uses

**Recreational Trails:** level funding, state opt-out retained

**Safe Routes to School:** non-profits can apply
Suballocation of Funds
RTP, then...

1/2 1/2

By Population <

> 200,000

< 5,000

5,000-200,000

> Any Area of State

Regional Competitive Grants
Sub-allocated by population to Transportation Management Areas

State Competitive Grants
Retain eligibility for big programs

- Surface Transportation Program (Block Grants)
- Congestion Mitigation and Air Quality
- Highway Safety Improvement Program
Transportation Infrastructure Finance and Innovation Act (TIFIA): Reforms

- Threshold reduced to $10M
  - Local Government & Transit-Oriented Development

- Bundling of projects

- Streamlining

- Application fee waivers

- Loans to lenders
TIFIA in Action

• Share of project cost
• Transaction costs
• Technical assistance
Walk-Friendly Policies

Safe Streets: compromise

No Vision Zero
Transit

Not transformational, but…

• Increased funding:
  – For bus and bus facility grants
  – To maintain bus & rail in state of good repair

• First recognition of intercity passenger rail
Bridging to a Walkable America

To receive RTC partner updates, such as TIFIA resources, go to… rtc.Li/partner_signup