

DELIVERING ON THE POTENTIAL OF FEDERAL INFRASTRUCTURE INVESTMENTS

JULY 13, 2023 WEBINAR

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Status of Bill Implementation: 18-Months In

- Infrastructure dollars gushing
 - Generational opportunity to improve communities, but depends on priorities
- Infrastructure bill values: safety, climate, equity
- Early signs of shift in perspective
 - Broader recognition that active transportation is priority



Progress by Local, State, Federal Agencies

- USDOT (and Federal Highways):
 - Issued guidance covering policy reforms, defining new programs
 - Allocated dollars to states to implement programs which they administer
 - Launched many discretionary programs: criteria, calls for proposals, awards
- States updated policies & priorities, implementing formula programs
- Regions are implementing portions of key programs



Are core values of safety, climate, equity being implemented?

- Active transportation prospers where these values are elevated
- State DOTs control majority of funds, have much flexibility
 - Change mostly incremental and uneven
 - Examples of prioritizing multiple modes, establishing accountability for climate, providing technical assistance for equitable access
 - Others doubling down on assumption that cars meet everyone's needs



USDOT Direct Grant Programs

- Far smaller than state formula, but bigger and more varied than before.
- Opportunity to invest in neglected priorities and demonstrate benefits of balanced transportation priorities that serve core values.
- Active transportation *connectivity* has consistently been a prime beneficiary of USDOT grant awards under key programs such as RAISE, Safe Streets and Roads for All, Reconnecting Communities







Developing Levers

To overcome status quo, we now have tools to accelerate transition to transportation system that puts people first

- Federal grant portfolio demonstrates success
- Benefits on ground can be used to change hearts and minds
- States with right priorities gain competitive advantage and inspire others
- Advocates: lift-up what works; drive accountability tools—e.g., greenhouse gas rule; establish policies/programs to ensure sustained success (ATIIP)



What We Want to Achieve

Goal #1:

Secure public funds to accelerate trail and active transportation connectivity

- More funding to connect trail and active transportation networks
- Equitably distributed by race, income, and geography
- From diverse programs (precedents for more sources from more policy arenas)

Goal #2:

Increase political will/clout/capacity to accelerate our movement:

- Trail networks prioritized as essential assets
- BIPOC & low-income communities have capacity to plan trail networks, secure funds & use them effectively
- Local champions organized into more potent & focused advocates









THRIVING COMMUNITIES PROGRAM



GUIDING TRANSPORTATION PROJECTS FROM CONCEPT TO COMPLETION

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PS2P FY23 MINPLS

Fuca

Sequim

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Completing the Olympic Discovery Trail and Sound to Olympics Trail

Strait of Juan

SUDDO

Puget Sound to Pacific

La Push

Forks

Pacific Ocean

www.PS2P.org April 10, 2023

Bremerte

Poulsbo

Port Townsend

Port Ludlow

Olympic

www.PS

Edmonds

Sound to (



The Atlanta BeltLine

Rails-to-Trails Conservancy

Lena Carstens, CGMS, GPC Development Officer for Public Grants

Atlanta BeltLine, Inc.

July 13, 2023









Future growth

The Atlanta BeltLine is a legacy project built to help manage Atlanta's growth

Atlanta Regional Commission forecasts the 21county Atlanta region will potentially add 2.9 million people by 2050

Total population would reach 8.6 million



Where Atlanta Comes Together

45 neighborhoods

160,000+ residents

2+ million visits annually

2021 survey showed 50%+ of respondents lived within a mile and cycled, walked, or rode public transit to get to the trails











EASTSIDE TRAIL - BEFORE



EASTSIDE TRAIL - AFTER





EASTSIDE TRAIL - BEFORE





EASTSIDE TRAIL - AFTER



historic fourth ward park - Before





historic fourth ward park - After





historic fourth ward park - Before





historic fourth ward park - After





WESTSIDE TRAIL - BEFORE



WESTSIDE TRAIL - after



Financing options

Tax Levy

- BeltLine Tax
 Allocation District
- BeltLine Special
 Service District

Grants

- Federal
- State
- Local

Philanthropic

- Corporations
- Foundations
- Individuals





Federal Investments

Southside Trail Construction

- 80% Federally Funded
- FY 21 RAISE Grant
- Congressionally
 Directed Spending
- Formula Funding via TIP

Northeast Trail Construction

- FY 23 RAISE Grant
- Formula Funding via TIP



WELCOME > OVERVIEW > KEY PROGRAM ELEMENTS > Q&A



Private investment



APPROX. RETURN ON INVESTMENT \$8.98 Billio

> CATALYZED IN PLANNING APPA

\$719 Millio

> INVESTED IN THE FROJECT SO FAR



preserving affordability

Controlling affordability through owning land and controlling the development

More than \$43 million invested into 73 acres across 6 sites around the corridor









THE CIRCUIT TRAILS

THE EVOLUTION OF MOVING THE CIRCUIT FORWARD



pre 2010



2010 - TIGER Grant

GREAT-PA/NJ

Generating Recovery by Enhancing Active Transportation in Pennsylvania & New Jersey

Applicant Main Contact. Stephen Buckley, Deputy Commessioner for Transportation, City of Philadelphia (215)686–5560. Stephen Buckley@phila.gov Type of Project. DTHER Location: Multiple countees in Pennsylvania and New Jersey (Bucks, Camden, Delaware, Montgomery, Philadelphia, Schuykkil) Project Covers urban, rural and suburban areas All so applicants have DUNS# and current registration at Central Contractor Registration Database ToTAL RECUEST. \$35 million






Delaware Valley Regional Planning Commission



CONNECTIONS 2040 PLAN FOR GREATER PHILADELPHIA

fostering sustainability, equity, and innovation



Long Range Plan

2015

105291 | The Circuit Line Item (Various)

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$5 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. The following projects are included in this line item: 1) Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845; 2) Delaware - Chester Creek Trail Phase 2 MPMS# 116147; 3) Philadelphia - Parkside Cynwyd Trail MPMS# 116126; 4) Philadelphia -Pennypack Trail - State and Rhawn Crossing MPMS #105849; 5) Philadelphia - Spring Garden Street Greenway MPMS #105850 6) Philadelphia - Wissahickon Gateway Trail MPMS# 116125. This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included

FY2023 TIP for PA Program Years (in Thousands)

Phase	<u>Fund</u>	FY23	FY24	FY25	FY26	FY27-34
CON	CAQ	\$0	\$3000	\$3500	\$3500	\$0
Program `	Year Totals:	\$0	\$3,000	\$3,500	\$3,500	
Total FY2	3-FY26	\$10,000	Total FY2	3-FY34	\$10,000	
Cost:			Cost:			
All costs i	n thousands					



Long Range Plan

- The Circuit is a Major Regional Project
- Embraced Circuit Coalition Campaign Goal to Reach 500 miles by 2025
- 4.5% (\$1.6B) allocated for bike/ped projects
- Plan commits to \$55 M/year or \$220 M/4yrs

Findings from Coalition's TIP Analysis

- Bike/ped projects in the PA & NJ TIPs currently do not match allocation recommended in *Connections 2050*
- \$10-20 M gap annually in bike/ped funding
- Recommend programming Circuit projects into the next PA TIP to reach both 500 miles & the 4.5% allocation for bike/ped projects

Reaching 500 Miles by 2025













THE CIRCUIT TRAILS

Moving the Circuit Forward To Reach 500 MILES BY 2025

Montgomery County



Trail	Segment Description	Status	Miles
Cross County Trail	Commerce Drive to Pine Run Tributary	Fully Funded	0.56
Cross County Trail	Joshua Road to Wissahickon Trail	Fully Funded	1.13
Cross County Trail	PA 309 Overpass to LifeTime/TruMark	Fully Funded	0.17
Cross County Trail	Pennsylvania Ave to PA 309	Fully Funded	0.43
Cross County Trail	Sesquehanna Rd to Bantry Drive	Fully Funded	0.66
Power Line Trail	Horsham Rd to Montgomery Twp Gazebo Park	Fully Funded	0.13
Power Line Trail	Montgomery Twp Gazebo Park to 202 Parkway Trail	Fully Funded	0.28
Schuylkill River Trail	Route 422 to Sportsplex on Industrial Hwy	Fully Funded	0.66
Schuylkill to Susquehanna Greenway	Chester Valley Trail Extension East - Phase II	Fully Funded	3.75
Tookany-Tacony-Frankford	New 2nd St to Mill Rd	Fully Funded	0.55
Wissahickon Trail	Stenton Avenue Sidepath	Fully Funded	0.81
Pennypack Trail	Shady Lane to Philadelphia County Line	In Progress	0.19
Cross County Trail	Bantry Drive to Near St. Georges Road	Pipeline	0.71
Cross County Trail	Dryden Drive to Welsh Road	Pipeline	0.50
Cross County Trail	Germantown Pike Bridge	Pipeline	0.06
Cross County Trail	Germantown Pike Bridge to Joshua Road	Pipeline	2.04
Cross County Trail	Powerline Trail to Rt 611	Pipeline	0.59
Cross County Trail	Rt 611 to Byberry Rd	Pipeline	2.58
Cross County Trail	Welsh Road to Powerline Trail	Pipeline	0.63
Cynwyd Spur Trail	Cynwyd Spur Trail - The Connely Tract	Pipeline	0.38
Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	2.18
Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	Pipeline	0.47
Power Line Trail	Biwood Rd to Horsham-Montgomery County Line	Pipeline	0.74
Power Line Trail	Gwynedd Township Line to Liberty Bell Trail	Pipeline	3.42
Power Line Trail	Horsham-Montgomery Township Line to Stump Road	Pipeline	1.07
Power Line Trail	Liberty Bell Trail to Gwynedd Township Line	Pipeline	1.64
Power Line Trail	Stump Rd to Horsham Rd	Pipeline	0.73
Tookany-Tacony-Frankford	Ashbourne Ave to Jenkintown Rd	Pipeline	0.77
Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	1.30
Tookany-Tacony-Frankford	Jenkintown Rd to New 2nd Street	Pipeline	0.66
Wissahickon Trail	Northwestern Ave	Pipeline	0.55
	A A A A A A A A A A A A A A A A A A A	Total Miles:	30 31

Total Miles: 30.31

THE

CIRCUIT

TRAILS

12 Policy Recommendations

• Leadership

- Increase staff capacity
- Program big/complicated/expensive Circuit projects onto the TIP with formula funds



Reality Check

- Funding trails through small grants is holding us back from doing big things
- Trail development has slowed down in last 5 years
- Competitive grants & line items over 4 years aren't enough for large complicated projects
- Need to program projects for their full life (ROW/Design/PE/Construction)

Current Advocacy

✓ Staff Capacity: Successfully pursued TASA Technical Assistance Funds

✓ Prioritize Big Circuit Projects: Encourage Counties/City to formally request their highest priority Circuit & most difficult projects be programmed on the next TIP using formula funds (CRP, STU, STBG)

✓ Goal: Circuit Projects are programmed on the TIP just like Road & Bridge Projects w/federal funds



Success Looks Like...

Communities view walk/bike infrastructure as **essential** to their success

Shift from 'what can we afford' to '*how do we get it done* soon' because...

- Everyone has right to get where they need to go safely and conveniently
- All communities deserve to prosper economically and environmentally
- Being active outside is fundamental to well-being



Differentiator

Where active transportation is essential, *network connectivity* is central



Drivers of Success

- Connectivity vision and formal plans to fulfill
- Political will to prioritize and overcome challenges
- Commitment to values: equity, safety, environmental sustainability
- Policies hold accountable to values
- Funding programs facilitate network connectivity



Funding for Success

- Dedicated sources available everywhere
- Investments scaled to gap-filling needs available
- Creative leaders accelerate progress & demonstrate impact
 - Indicators: commit flexible federal \$ &/or make substantial state investments





What You Can Do

Local:

- Vision into plans
- Robust project pipeline
- Secure support of influential people
- Access \$ from array of programs

State & Regional:

- Strategic use Transportation Alternatives
- Advocate for state investments

Federal:

Support ATIIP appropriations

All levels:

 Support equitable access to resources



Bob Kerrey Pedestrian Bridge, Iowa & Nebraska



ENGAGE WITH THE COLLABORATIVE



- TrailNation online dialogues
- Playbook in Action webinar series
- In-person events
- Online technical assistance coming soon!

Stay tuned to the TrailNation Collaborative Newsletter for updates and more information!

Breaking News! Reconnecting Communities and Neighborhoods

- Due Sept. 28
- Over \$3 billion in funding with eligibility for trails/active transportation
- Priorities: increased mobility options, breakdown transportation barriers
- Disadvantaged communities encouraged to apply

rtc.li/rcngrants



It doesn't have to be perfect, it just has to start!



Pennypack Trail, Pennsylvania