



Federal Highway Administration Update

MAG Regional Council

August 31, 2016



“The choices we make about future transportation projects—the people and places they connect, will play a role in determining how widely opportunity expands ” throughout America.—*Secretary Anthony R. Foxx*



The U.S. Department of Transportation (DOT) plays a critical role in connecting Americans and communities to economic opportunity.

Transportation infrastructure choices made at the Federal, State, and local levels can strengthen communities, create pathways to jobs, and improve the quality of life for all Americans.



Transportation infrastructure can lift up neighborhoods and regions by attracting new opportunities, jobs, and housing.

A multimodal transportation system provides Americans with safe, reliable, and affordable connections to employment, education, healthcare, and other essential services.

Infrastructure investment creates jobs and paves the way for business, particularly small and disadvantaged business enterprises.



**LADDERS OF
OPPORTUNITY**

— Revitalize — Connect — Work —

U.S. Department of Transportation



LADDERS OF OPPORTUNITY

— Revitalize — Connect — Work —

🕒 U.S. Department of Transportation

Funding Projects that Promote Ladders of Opportunity

- Transportation Investment Generating Economic Recovery [**TIGER**] **Grants** prioritized projects that strengthen access to opportunities through transportation improvements and promote Ladders of Opportunity, to the extent permitted by law.
- The Federal Transit Administration **Bus & Bus Facilities “Ladders of Opportunity” Initiative**, awarded \$100M to modernize and expand transit bus service to disadvantaged and low-income individuals, veterans, seniors, youths, and others to local workforce training, employment, health care, and other vital services.



Closing Safety Disparities



Many low-income and minority communities suffer from political disempowerment and historic underinvestment that has manifested in a lack of the basic infrastructure.

49%

of low-income neighborhoods have sidewalks

In high-income areas this number is almost

90%

Low-income neighborhoods have more than double the fatality rate from traffic collisions as high-income neighborhoods.



LADDERS OF OPPORTUNITY

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Source: Gibbs K, BTG Research Brief. University of Illinois at Chicago, 2012. www.bridgingthegapresearch.org



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Safer People, Safer Streets

Pedestrian and Bicycle Safety Initiative

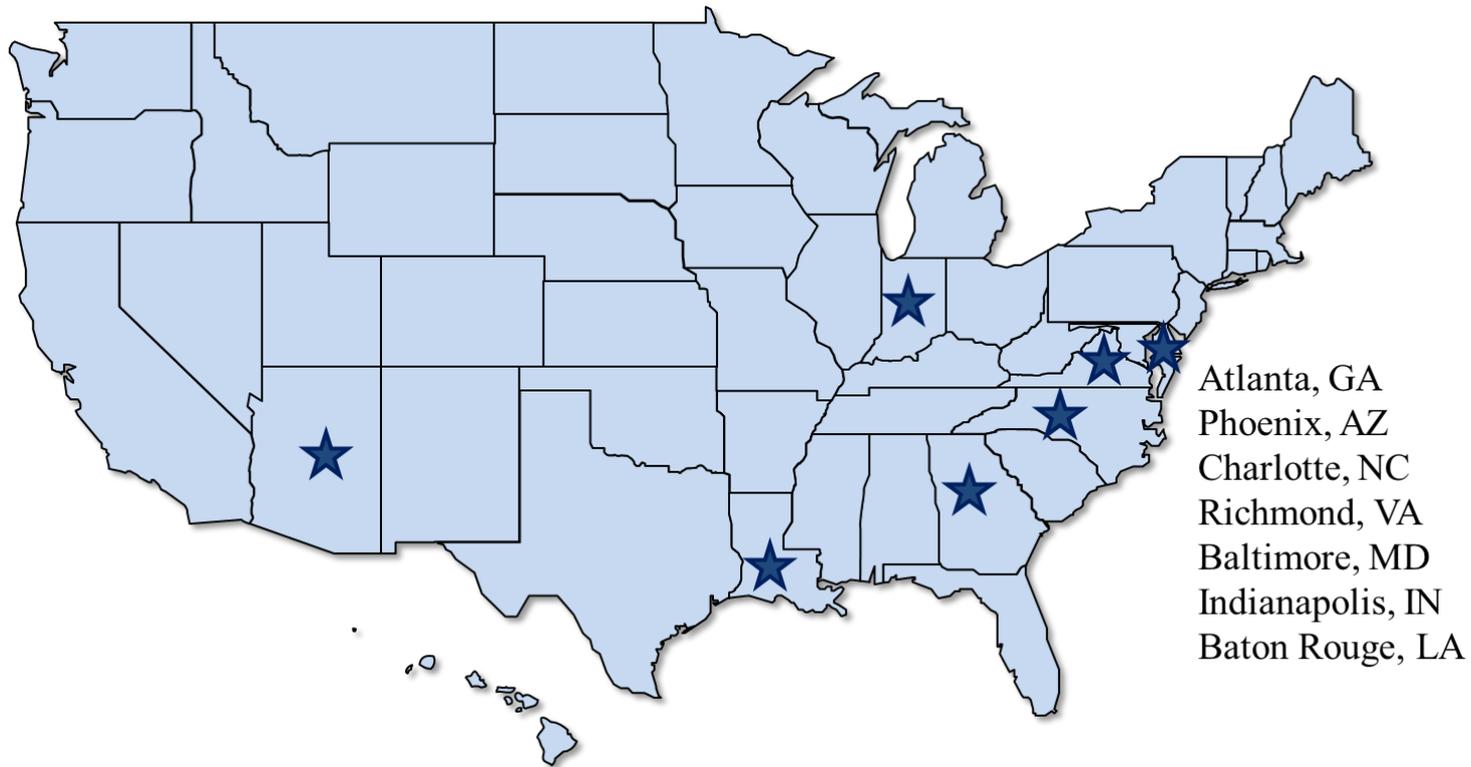
Identifying and removing barriers to improve safety.

- **Mayors' Challenge for Safer People and Safer Streets**, a call to action for city officials to advance safety and accessibility goals.
- **Road Safety Assessments**, USDOT convened State, regional, and local transportation officials and stakeholders for on-the-ground safety assessments in every state.
 - For Arizona this assessment was along the Phoenix South Central Light Rail Corridor
 - This tool continues to be available and provides an exceptional on-the-ground assessment of proposed or existing infrastructure

LadderS^{TEP}

Transportation Empowerment Pilot

The **Ladders Transportation Empowerment Pilot (LadderS^{TEP})** provides technical assistance to local cities on game-changing community revitalization projects related to major infrastructure investments that revitalize, connect, and support access to economic opportunity. DOT launched the program in seven U.S. cities (Atlanta, Baltimore, Baton Rouge, Charlotte, Indianapolis, Phoenix, and Richmond).



Community Solutions

Institutionalizing Practices

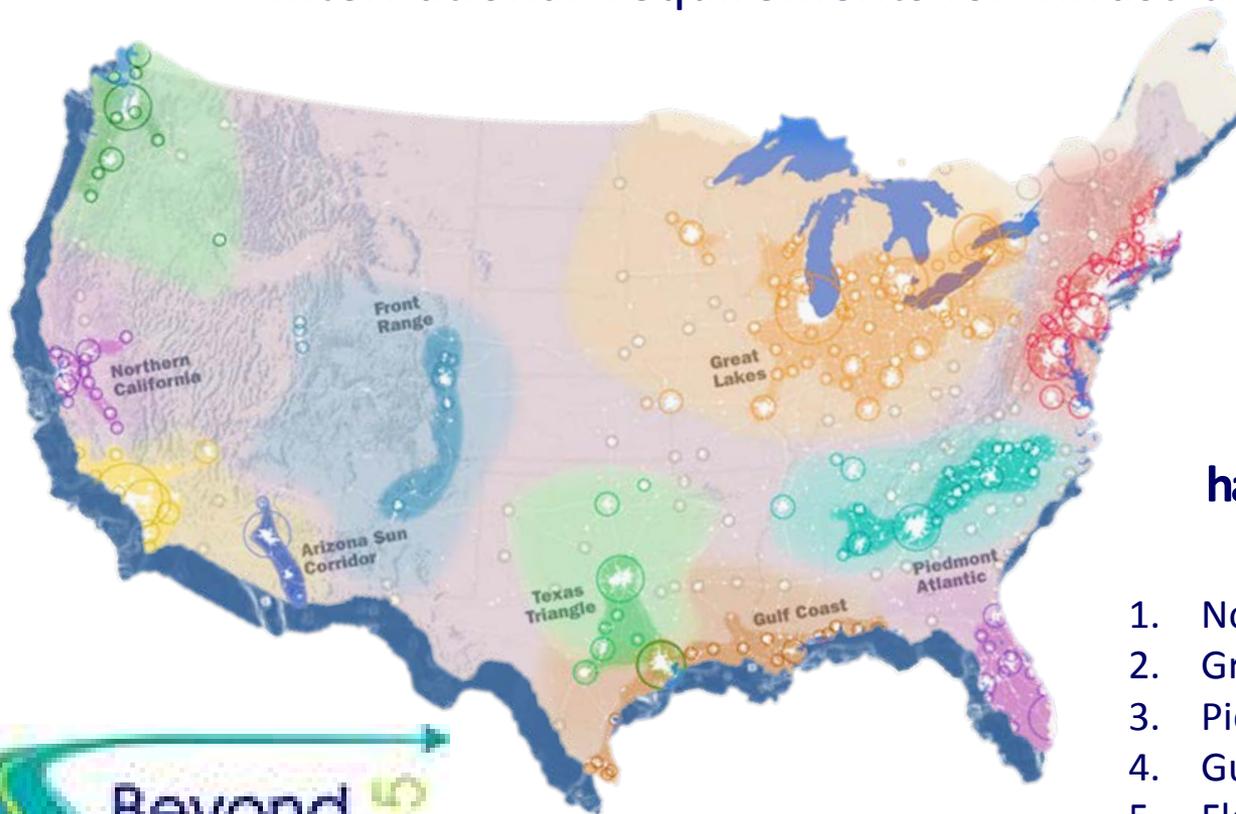
USDOT has been

- ✓ *Providing Technical Assistance for Funding Opportunities*
- ✓ *Arranging Peer-to-Peer Opportunities*
- ✓ *Practicing Cross-Programmatic Solutions*
- ✓ *Brokering introductions, coordinating messages, organizing meetings, etc.*

- **1,234 Communities**
- **15 agencies running programs**
- **Increased interagency planning**
- **Over \$17 billion dollars in federal resources**

Megaregions

Metro regions are morphing into Megaregions, which cross state and political boundaries. **As regions grow, the number of entities required to coordinate will grow as well,** as will regional and international requirements for infrastructure



By 2050, Megaregions will contain 75 percent of the U.S. population

11 emerging Megaregions have been identified in the U.S

Emerging Megaregions

1. Northeast
2. Great Lakes
3. Piedmont Atlantic
4. Gulf Coast
5. Florida
6. Texas Triangle
7. Front Range
8. Arizona Sun Corridor
9. Cascadia
10. Northern CA
11. Southern CA

Beyond
Traffic 2045

MPOwerment Initiative



As the country grows, population centers expand and new transportation corridors serve to bind a region together. Each census reveals new metropolitan area boundaries that have blurred, such that what were once several distinct cities can now be understood as a single region with united economic, environmental, and social conditions.

Key Elements:

- Outreach through workshops and webinars across the country.
- Support the coordination within an urbanized areas to develop unified planning products for a Metropolitan Planning Area.
- Best practice toolkit for planners and policymakers .

Innovative Finance for the 21st Century

A New Formula for Infrastructure Investment

BATIC's mission is to:



EXPAND

the use of federal transportation credit programs such as TIFIA and RRIF

The Build America Transportation Investment Center serves as the single point of contact and coordination for states, municipalities and project sponsors looking to:

INNOVATE

new approaches to project development processes and funding challenges and institutionalize technology and best practices across credit programs and modal teams



DELIVER

streamlined technical and financial assistance to accelerate project delivery

UTILIZE federal transportation expertise,

APPLY for federal transportation credit programs

and **EXPLORE** ways to access private capital and expertise in public private partnerships.

 *is ready to work with communities*

FAST Act Changes:

Transit Oriented Development Projects

- **Transit-Oriented Development (TOD)** – The FAST Act expands the TIFIA program by allowing TOD Projects to be eligible to apply for TIFIA credit assistance
- **Eligibility** – TIFIA must ascertain the TOD Project’s relationship to a transportation facility, including:
 - The TOD Project’s distance from the transportation facility
 - The nexus between the TOD Project and the transportation facility
- **Eligible Project Elements** – Subject to TOD project-specific review, a variety of elements could be eligible including the following, among others:
 - Property acquisition
 - Site preparation
 - Walkways
 - Pedestrian and bicycle access to a public transportation facility
 - Demolition of existing structures

FAST Act Changes: Small Projects

Relief from Fees for Small Projects

- Small projects are those with less than \$75 million in reasonably anticipated eligible project costs
- TIFIA will reserve at least \$2 million each year to be used in lieu of the fees it charges to potential applicants as part of the TIFIA application process
- Potential applicants interested in such fee relief must indicate such in their Letter of Interest
- TIFIA cannot guarantee that funding will be available for all potential applicants requesting fee relief



Our infrastructure is aging.
Many parts of it were built
NEARLY 60 YEARS AGO

| With 70 million
more people

| 65% more trucks
on the road

| and 45% more freight in
the next 30 years

**WE HAVE *NO CHOICE* BUT TO
BUILD NEW INFRASTRUCTURE**

Connecting People to Opportunity

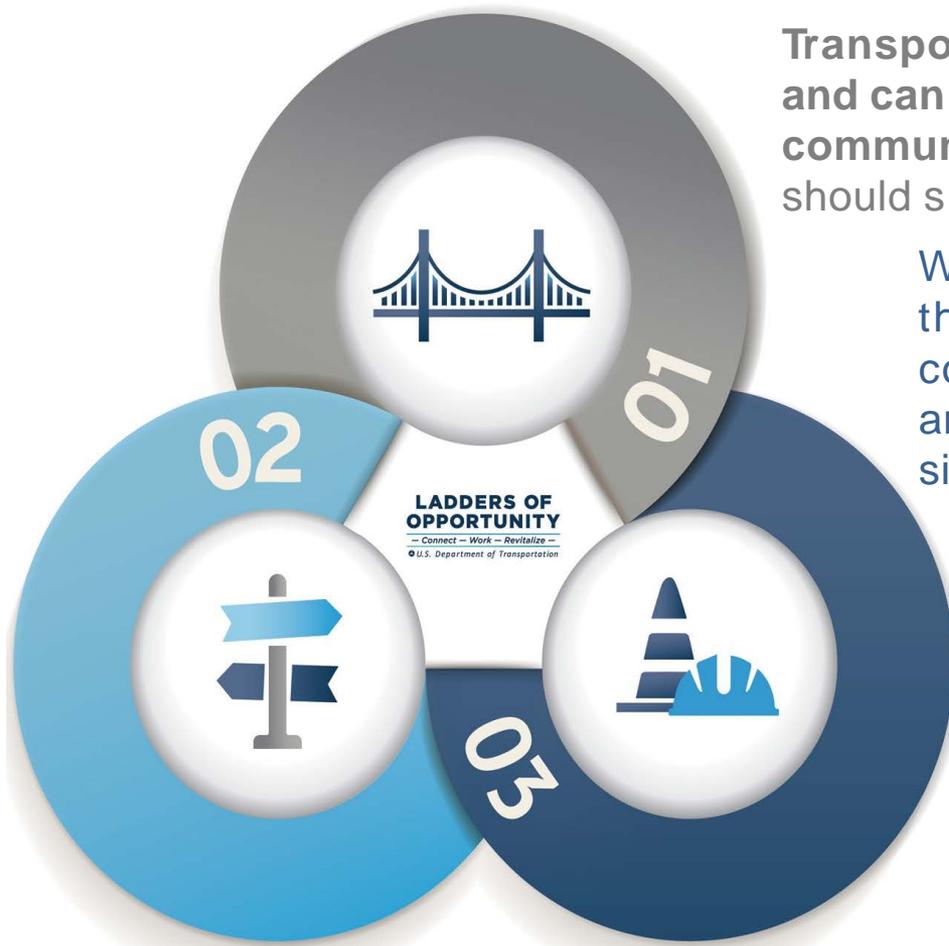
– A Vision for Bridging the Divide –

The challenge we face as a country is that we must reinvent how we think about transportation. We need to aspire to more, we need a transportation system that connects a big missing dot in the line between income inequality and opportunity. – Secretary Anthony R. Foxx

Transportation connects people to opportunity and can invigorate opportunity within communities. To the greatest extent possible, we should support transportation projects that do both.

While we cannot change the past, we can ensure that current and future transportation projects connect and strengthen communities, including areas that have, in the past, been on the wrong side of transportation decisions.

Transportation facilities should be built by, for and with the communities impacted by them. Development of transportation facilities should meaningfully reflect and incorporate the input of all the people and communities they touch.



Loop 202 (South Mountain Freeway)



Record of Decision
March 2015

Legal Challenge of
the Decision
Summer 2015

Oral Arguments
May 2016

US District Court
Dismissed the legal
challenges



Thank You!

Be Safe in your travels!

Contact information:

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