

The National & Regional Greenways Act

Increased use of active transportation reduces traffic congestion, greenhouse gas emissions, vehicle miles traveled, and rates of obesity and chronic disease associated with physical inactivity. Regional greenways, multi-use paths, and trail corridors can serve as “bicycling and walking superhighways” that connect to and between communities with dense urban walkway and bikeway networks while increasing opportunities for mobility, recreation, and health that support a more robust and competitive transportation network. The National and Regional Greenways Act will provide the necessary funding to construct and connect these networks to each other so that more citizens can use them as viable transportation alternatives. Specifically, the National & Regional Greenways Act will do the following:

- Create a program that will make grants, on a competitive basis, to eligible organizations to construct eligible projects to provide safe and connected greenways, trails, or multi-use paths that form regionally significant active transportation corridors between communities.
- Fund the program at \$500,000,000 for each of fiscal years 2020 through 2024 authorized to be appropriated out of the Highway Trust Fund, other than the Mass Transit Account.

Projects eligible for funding under the National & Regional Greenways Program will meet the following criteria:

1. Be an active transportation project or group of projects within or between a community or group of communities, at least one of which falls within the jurisdiction of an eligible organization
2. Has a total cost of not less than \$15,000,000 or with respect to planning and design grants, has planning and design costs of not less than \$100,000.
3. Be consistent with a “National Greenways and Paths Plan” that establishes a national greenway and paths network and designates active transportation corridors that are regionally or nationally significant.
4. Cross multiple local jurisdictions or state lines.
5. Be within urban areas and reduce congestion, reduce single-occupant vehicle trips, improve safety, improve access to jobs, and lower emissions for criteria pollutants and greenhouse gases.
6. For areas in Metropolitan Planning Organizations, provide high potential to generate significant future usage and support community goals and objectives, are supported by locally- or regionally-adopted transportation plans, MPO greenway multi-use path or trails plans, or state greenway or multi-use path plans.
7. Be path segments that close local or regional network gaps or are located within underserved areas.
8. Support an accessible public realm, connect to public transportation, support opportunities for economic development, or promote health and safety.
9. Connect communities to public spaces and parks, enhance ecological connectivity, support land conservation and access, or support sites for remediation and restoration.