



Red Line Trail Study

Recommendations

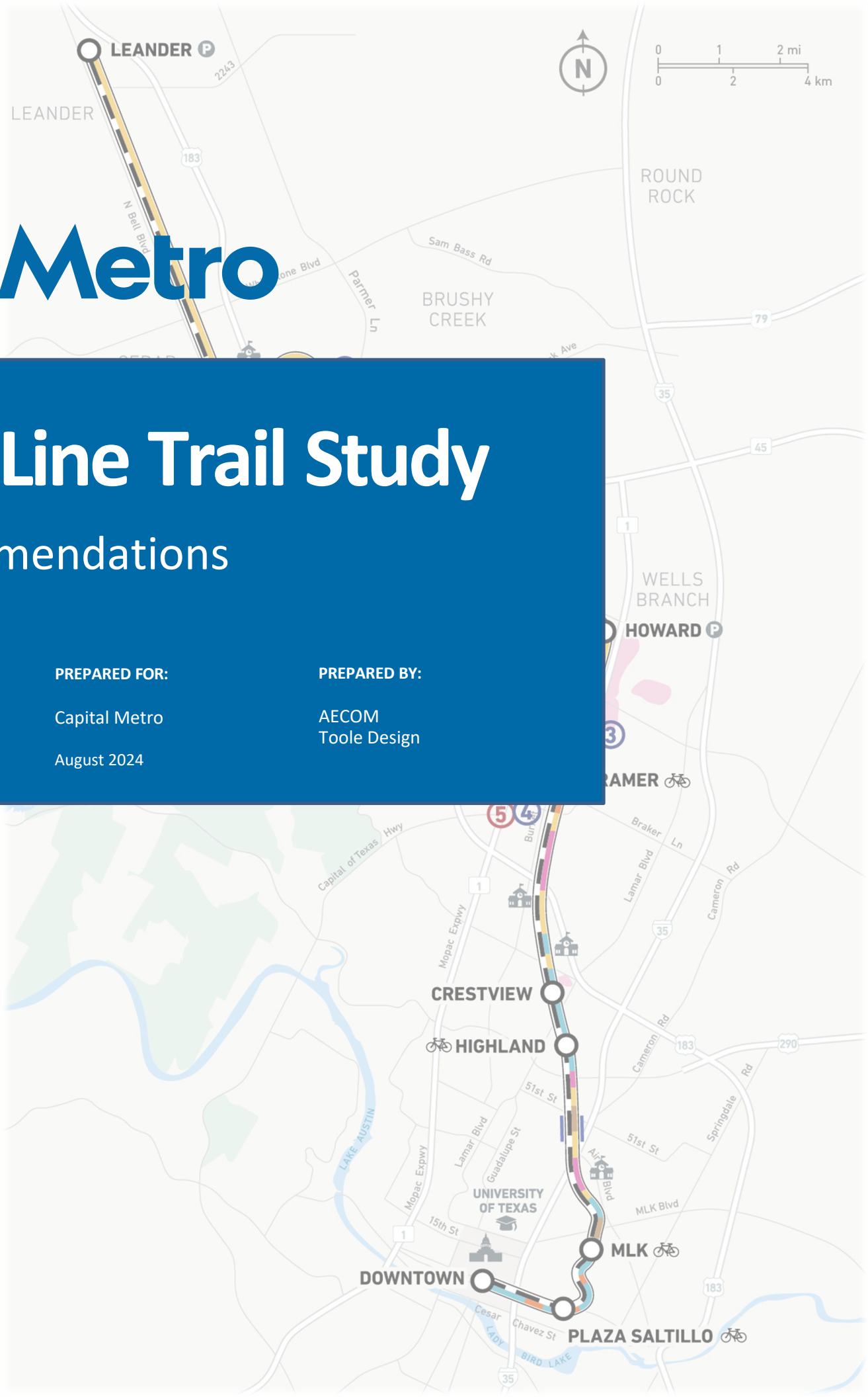
PREPARED FOR:

Capital Metro

August 2024

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Segment Readiness Evaluation

A high-level evaluation of Tier 1 segments was conducted to provide context for which trail segments will be easier to design and construct along the Red Line corridor. This readiness evaluation is based on a high-level screening and uses a feasibility lens to aid in understanding predicted ease of trail design and construction. The evaluation is not a prioritization tool, but rather is intended to help jurisdictions understand the complexity around constructing various Tier 1 sections of the Red Line Trail.

Tier 1 segments were identified in the alignment analysis and together make up 13.07 miles of the Red Line corridor. Segments of ROW that are categorized as Tier 1 have sufficient width to meet CapMetro's preferred setback of 25 feet and are compatible with future or existing double tracking. Due to these advantages, Tier 1 segments are most ready for implementation and were examined in this evaluation to determine level of ease for design and construction. Segments in the Tier 3 category will require further collaboration with CapMetro as they have added complexity and do not meet CapMetro's preferred setback of 25 feet.

The seven Tier 1 segments were evaluated based on five criteria explored in the existing conditions and other phases of this study: intersections/crossings; connectivity to existing/planned facilities; constructability; and development opportunities. These criteria were developed based on established project goals, industry best practices, and available data. A score of 1 (low) to 4 (high) was given to each of the criteria for the Tier 1 segments. Scores were determined by analyzing aerial imagery, data collected from the existing conditions phase of the project and provided by governmental jurisdictions, and GIS layers on the study's interactive webmap. Criteria definitions and scoring metrics can be found in the Segment Readiness Evaluation Table that follows. A high-level cost opinion is included for each of the segments as a reference. Costs were calculated by multiplying the length of the segment by the Tier 1 cost per mile developed for the Red Line Trail Cost Estimate, and then assigned relative \$ values. All costs are preliminary and subject to change with additional design, engineering, and drainage evaluations. Additional factors that may come to light in the future, such as opportunities for recreation easements, were not incorporated into this evaluation but should be considered and weighted into segment readiness as project planning progressed.

The results of this evaluation should be used with consideration of CapMetro Design Guidelines and Standard Operating Procedures document, as well as funding and development opportunities that arise in each of the adjoining jurisdictions. Recreation easement opportunities may also be a consideration that could increase the readiness of trail segments.

Red Line Trail Study

Red Line Trail Study: Segment Readiness Evaluation

Ratings KEY

1 - Poor	2 - Fair	3 - Good	4 - Great
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Cost opinions are based on cost per mile for Tier 1 segments. See Red Line Trail Cost Estimate for more detail.

		CRITERIA & RATING SCORE					TOTAL	Cost Opinion	NOTES
Jurisdiction	Segment	Road-Trail Crossings	Connectivity to Existing/Planned Facilities	Constructability	Development Opportunities				
City of Austin	Segment 15 (2.28 miles) South of MoPac/Walnut Creek Trail to Howard Station	2; Two crossings of MoPac Expy frontage roads, each may require complex designs or alternative routing to the nearest signalized intersection (Park Bend Dr/Waters Park Rd). There are six road crossings in this segment.	4; Connects to Northern Walnut Creek Trail (4.4 miles; creating a total length of 6.68 miles together) and existing trail infrastructure at Howard Station.	1; Segments will require routing under two underpasses and construction of a minimum of four bridges.	3; Close proximity to two Destination Focus Areas (along Parmer Ln and the northbound MoPac Expy frontage road and The Market at Wells Branch).	10	\$\$\$		
	Segment 18 (0.96 miles) West Palmer Lane to Lakeline Station	3; Requires one crossing at W Parmer Ln, which is high volume/speed without a convenient alternative intersection nearby	1; No connections to existing or planned bike/ped infrastructure.	4; No noted bridges or other structural needs.	2; Possible connectivity opportunities to businesses/places of work along Spectrum Dr	10	\$\$		
	Segment 19 (0.33 miles) Lakeline Station	4; No crossings.	3; Segment is along existing trail infrastructure at Lakeline Station but may require some adaptation, like widening, to accommodate through trail use. Connects to sidewalk network through adjacent residential area.	4; No bridges or other structural needs noted from aerial. Potential to build upon/enhance existing infrastructure.	3; Opportunity to connect to adjacent residential and office areas.	14	\$	<i>This segment is along an existing section of wide sidewalk that connects to Lakeline Station</i>	
	Segment 21 (1.15 miles) Retention Pond (Staked Plains Neighborhood) to Austin/Cedar Park City Boundary/ Upper Brushy Creek Trail	3; One crossing at Avery Ranch Blvd (4 lanes, 40 mph). No convenient adjacent intersection with crosswalks.	4; Opportunity to connect to Upper Brushy Creek Trail (7 miles; creating a total of 8.15 miles together) and other paths in the Brushy Creek Recreation Park. Connects to sidewalks along Avery Branch Rd.	3; New trail bridge over South Brushy Creek will be required.	2; Adjacent to Brushy Creek Recreation Park	12	\$\$		
City of Cedar Park	Segment 22 (5.2 miles) Austin/Cedar Park City Boundary to Cedar Park Northern Boundary/Upper Brushy Creek Trail	1; Several crossings (7), many of which will require more complex designs due to traffic volume and speeds.	3; Segment would connect to 183 side path (10 miles and 7 miles of sidewalk; creating a total length of 15.2 mile of trail together) and some sidewalk networks at road crossings.	1; Complex design work may be required around two rail spurs, two underpasses, and several drainage structures.	4; Close proximity to Bell District MUD, Block House MUD, and destination focus areas along E Whitestone Blvd and Bell Blvd.	9	\$\$\$\$		
City of Leander	Segment 23 (2.91 miles) Cedar Park Northern Boundary to Hero Way	2; Five crossings along this segment but most are at lower volume/speed roads and/or are close to controlled intersections.	2; Connection to existing sidewalk to Leander Station at Hero Way and sidewalk network at E Crystal Falls Pkwy.	2; Three drainage structures noted in aerial will require design work to accommodate.	4; Close proximity to destination focus area on the west side of 183, Horizon Lake residential development, and Tonkawa Park.	10	\$\$\$		
	Segment 24 (0.24 miles) Hero Way to Leander Station	4; No crossings.	2; Segment is along existing trail infrastructure at Leander Station; may require some adaptation, like widening, to accommodate through trail use.	4; No bridges or other structural needs noted from aerial. Potential to build upon/enhance existing infrastructure.	2; Opportunity to connect to destination focus area on the west side of 183.	12	\$	<i>This segment is along an existing section of wide sidewalk that connects to Leander Station</i>	

Planning Level Cost Estimates

Order-of-magnitude cost estimates were developed to help identify potential costs for the Red Line Trail based on the conceptual design information provided in the study. The table below lists the baseline cost estimates for the three tiers of feasibility that were previously identified by the study team, where tier 1 consists of less constrained segments and tier 3 consists of more constrained segments (see ROW Alignment Notes and Methodology for more information). These were tabulated based on the tier determined to be most appropriate along each corridor segment, and then projected out based on the lengths of the segments.

Tier	Cost per mile (2024\$)
Tier 1 (less constrained)	\$ 6,000,000
Tier 1 (less constrained) with Signal House Relocation	\$ 9,000,000
Tier 3 (more constrained, many unknowns)	\$ 12,000,000
Tier 3 (more constrained, many unknowns) with Signal House Relocation and Pedestrian Bridge	\$ 34,000,000

The cost estimate includes all markups and contingencies and reflects base year 2024 dollars. These estimates are reflective of conceptual design and are subject to change/revision in the more detailed engineering and design stage. It should also be noted that relocation of a signal house would only be considered during existing CapMetro construction, such as planned double tracking projects, due to severe operational limits. Although road crossings were viewed as a complexity that decreased readiness in the evaluation matrix, places where trails intersect with roads have the positive effect of creating more access points and linking to on-street bicycle and pedestrian infrastructure. There is also an opportunity to provide a safe crossing when trails intersect with roadways. When prioritizing trail segments for construction, these positive aspects of crossings should also be weighed into decision making.

Funding for Implementation of the Red Line Trail

The purpose of this section is to identify potential funding sources available to governmental entities and project partners to implement the proposed Red Line Trail. Funding is available for planning and construction of bicycle and pedestrian infrastructure projects. For instance, [the Austin Mobility Bond Programs](#) are a local method of funding numerous transportation projects, including the urban trails network. Grant funding for trail projects is typically administered by Federal agencies; however, it is recommended that project sponsors continue to monitor future funding offered locally such as through

the Capital Area Metropolitan Planning Organization (CAMPO) or through other state sources offered through the Texas Department of Transportation (TxDOT).

Funding sources identified include a description of the administering agency, project scope eligibilities, funding amount, and timeline for typical grant application and funding award. Funding opportunities include the following as outlined in *Table 1*. Many of the funding programs identified in this report may include additional project eligibility types; however, this document focused on identified funds that would be specific to the Red Line Trail.

*Table 1. Summary of Red Line Trail State and Federal Funding Opportunities**

Funding Program	Grant Administrator
Transportation Alternatives Set-Aside Program	Texas Department of Transportation (TxDOT)/Capital Area Metropolitan Planning Organization (CAMPO)
National Recreational Trails Fund Grant Program	Texas Parks and Wildlife (TPWD)
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Texas Department of Transportation (TxDOT)
Reconnecting Communities Pilot Grant Program (RCP)	U.S. Department of Transportation (USDOT)
Active Transportation Infrastructure Investment Program (ATIIP)	Federal Highway Administration (FHWA)
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (USDOT)
Safe Streets and Roads for All (SS4A) Program	U.S. Department of Transportation (USDOT)
Community Project Funding (CPF)/Congressionally Directed Spending (CDS)	At the discretion of Congress (Congressional Funding Bill)

**Note funding opportunities may vary from year to year. It is recommended that Red Line Trail funding partners continue to monitor funding identified in this report as well as explore new funding opportunities that may continue to emerge.*

State of Texas Funding Opportunities

Federally funded, state distributed grants that are available to governmental entities include the Transportation Alternatives Set-Aside (TA) Program which funds bicyclist and pedestrian infrastructure and planning in Texas; the Recreational Trails Program (RTP) Grant for non-motorized and motorized trail construction, renovation, and acquisition; and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program which is intended to fund transportation projects that improve air quality.

Transportation Alternatives Set-Aside Program

Grant Administrator: Texas Department of Transportation (TxDOT); TxDOT Public Transportation Division; Local Metropolitan Planning Organizations (MPOs).

GRANT DESCRIPTION:

The Transportation Alternatives Set-Aside Program (TA) is intended to fund bicyclist and pedestrian infrastructure and planning projects in Texas. While administered by TxDOT, this program is considered a federal reimbursement program for eligible activities as further described below. TxDOT identifies four project categories: Community-Based Projects, Large Scale Active Transportation Infrastructure, Active Transportation Network Enhancements, and Active Transportation Non-Infrastructure.

- *Community-Based Projects:* funds are for engineering and construction costs related to bicycle infrastructure improvements, shared use paths, sidewalk improvements, and infrastructure-related safety improvement projects for non-motorized transportation.
- *Large Scale Active Transportation Infrastructure:* funds are for engineering and construction costs related to bicycle infrastructure improvements, shared use paths, sidewalk improvements, infrastructure-related safety improvement projects for non-motorized transportation, and construction of boulevards and other roadways that are in the right-of-way of divided highways and improve bicycle, pedestrian, and transit-user access.
- *Active Transportation Network Enhancements:* funds are for light construction and installation projects that can be completed within one year after the award. They should have limited-to-no design and no right-of-way (ROW) acquisition.
- *Active Transportation Non-Infrastructure:* funds are for the development of planning documents to assist in developing non-motorized transportation networks.

ELIGIBLE APPLICANTS:

Eligible project sponsors include local governments including cities along the Red Line corridor, transit agencies (CapMetro), and MPO's with a population of 200,000 or more (CAMPO). Other sponsors include educational agencies and tribal governments and natural resource/public agencies.

ELIGIBLE PROJECTS:

Eligible activities are design, construction, development of active transportation planning documents, survey, environmental documentation, ROW acquisition, and preliminary engineering activities based on the four funding categories above. Projects are selected based on benefits to the state, potential to enhance the surface transportation system, funding availability, and subject to recommendation from the director of the division responsible for administering the program.

FUNDING TYPE & FUNDING AMOUNT:

TA funds are allocated for projects in two ways – one half of the funds are allocated through TxDOT and the other half of the available funds are sub-allocated to MPO's (i.e. CAMPO) based on urbanized area boundaries. According to CAMPO, TA projects are typically funded in consultation with TxDOT. Portions of Texas outside of urbanized areas but within MPO boundaries are eligible for both TxDOT direct TA funds and MPO TA funds. In short if a project traveled beyond the CAMPO boundaries into the greater Austin urbanized area, the project could receive TxDOT and CAMPO TA set aside funding. The Red Line Trail currently travels within the CAMPO boundaries in Williamson and Travis counties so would only be eligible from either TxDOT or CAMPO fund sources, but not both at this time.

Funding available under the TA program is typically available on a reimbursement basis after engineering and construction costs are incurred with the exception being the Active Transportation Non-Infrastructure sub program which is geared toward planning study implementation (**Table 2**). Project sponsors are required to contribute a 20 percent local match. As a federally funded program, administered by TxDOT, project sponsors are subject to federal requirements and require project sponsors to receive federal authorization of the project and a funding agreement. Project sponsors should coordinate with TxDOT for questions regarding reimbursement and other federal requirements through this program.

In 2023, TxDOT awarded over \$345 million in TA funding to 83 total projects. In the Austin District, as defined by TxDOT, there were 9 total awards totaling approximately \$30 million in funding. The smallest award was \$1.3 million and the largest award in Austin was \$11.3 million¹. Project types included shared use paths, sidewalk improvements, and trail corridor planning. CAMPO outlines projects funded by the TA program as part of its Transportation Improvement Program (TIP).

¹ 2023 TA Awarded Projects Story Map,
<https://storymaps.arcgis.com/stories/48203c8e0c06424e8498a0571a8f4431>

Table 2. TxDOT TA Program Funding Availability by Type and Project Cost

Grant Type	Funding Type	Target Project Cost Ranges*
Community-Based Projects	Reimbursement	\$250,000 to \$5 million in estimated construction and engineering costs
Large Scale Active Transportation Infrastructure	Reimbursement	\$5 million and \$25 million in estimated construction and engineering costs
Active Transportation Network Enhancements	Reimbursement	Minimum project cost is \$1 million
Active Transportation Non-Infrastructure	Project Planning	Minimum project award is \$100,000

*TxDOT may award projects with costs exceeding these targets depending on applications received and amounts requested.

TIMELINE:

The TA Program hosts a call for projects every other year since 2015 with the next funding availability in the 2025 fiscal year. Based on past awards, the two-step application process opens in the winter (December) with preliminary applications due two to three months after opening. Following successful completion of Step 1, a detailed application (Step 2) is solicited from project applicants after meeting with each applicant about their projects, and the second round ends mid-year, with awardees being announced three to four months later. An example of the 2023 TA call for projects timeline is shown in **Table 3**.

Table 3: TA Program Funding Timeline (2023)

Due Date	12/2022	1/2023	3/2023	6/2023	10/2023
Application activity	Call opens (Step 1)	Preliminary Application due	Project sponsors notified of their eligibility. If qualified, sponsors receive details on the grant application to proceed with Stage 2 registration	Detailed application due	Anticipated award distributed

References: [2023 TA Program Guide \(txdot.gov\)](https://www.txdot.gov/2023-ta-program-guide)

Recreational Trails Program (RTP) Grant

Grant Administrator: Texas Parks and Wildlife Department (TPWD), Federal Highway Administration (FHWA)

GRANT DESCRIPTION:

The Recreational Trails Program Grant is intended to fund recreational trail construction, renovation, and right-of-way (ROW) acquisition and can support both motorized and non-motorized trail projects. This program is federally funded but distributed through the TPWD. The FHWA funded program receives funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.

ELIGIBLE APPLICANTS:

Eligible applicants include cities, counties, state agencies (including TPWD state parks and wildlife management areas), other governmental bodies, and not-for-profit organizations. Each proposal can only include one project sponsor; however, partnerships are encouraged.

ELIGIBLE PROJECTS:

Eligible project activities include the following:

- Construction of new recreational trails on private or public land,
- Restoration, rehabilitation, or resurfacing on existing trails,
- Development of trailheads or trailside facilities including features to facilitate disability access and usage on trails, educational signing to interpret natural or cultural resources,
- Environmental mitigation,
- Acquisition of trail corridors.

FUNDING TYPE & FUNDING AMOUNT:

Funding is a reimbursement-based grant program for up to 80% of the project cost with a maximum reimbursement of \$300,000 for non-motorized trail grants and \$500,000 for motorized trail grants. The sponsor must account for the other 20% in local funding.

In 2024, Texas counties received approximately \$4.5 million in RTP Grants. Central Texas counties, Travis, Williamson, and Hayes, received approximately \$1.2 million between five trail projects.

TIMELINE:

The deadline to apply for the National Recreational Trails Fund is February 1st of each year. For the 2024 call, the application was opened in September of 2023. The winners of the award were announced at the end of May each year.

References: [Recreational Trails Grants — Texas Parks & Wildlife Department](#), [Texas Recreation Trail Fund grant application \(agatesoftware.com\)](#), [News Release: May 24, 2024: Texas Parks and Wildlife Department Awards \\$4.5 Million in Recreational Trail Grants to Texas Communities - TPWD](#)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Grant Administrator: TxDOT to MPOs (CAMPO)

GRANT DESCRIPTION:

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program distributes funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. CMAQ intends to support projects and investments that encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals.

ELIGIBLE APPLICANTS:

CMAQ funds are distributed to the local MPO's, specifically CAMPO, and government entities are eligible to apply for planning and capital projects.

ELIGIBLE PROJECTS:

Each CMAQ project must meet three basic criteria: it must be a transportation project; it must be located in or benefit a nonattainment or maintenance area; and it must generate an emissions reduction. Many CMAQ projects also provide congestion reduction benefits and reduce greenhouse gas emissions. All CMAQ projects must come from a State Transportation Improvement Plan (STIP) or a Transportation Improvement Program (TIP) which indicates that the project (*i.e. the Red Line Trail*) is consistent with state and metropolitan long-range plans and is regionally significant.

CMAQ funds may be invested in:

All ozone, Carbon Monoxide (CO), and Particulate Matter (PM) nonattainment and maintenance areas, including former areas where the NAAQS has been revoked or the maintenance period has been satisfied.

Projects that significantly benefit a current or former nonattainment or maintenance area including bicycle and pedestrian facilities.

Note on Current Eligibility:

This funding source is geared toward regions that are in nonattainment or maintenance area designation. Currently, at time of this report, the CAMPO region is currently in attainment for air quality, so funding is not accessible at this time; however, it is recommended that as the Red Line Trail advances for funding to assess availability of CMAQ funds at that time.

FUNDING TYPE & FUNDING AMOUNT:

The Federal share for most CMAQ-eligible projects is 80 percent. Similar to other Federal-aid highway programs, CMAQ operates on a reimbursement basis, so funds are not provided until work is completed. As of time of preparing this report, the State of Texas receives funding allocations, however, no funding is available for the CAMPO region.

TIMELINE:

The timeline is determined by the state and is subject to the annual apportionment schedule. See note on funding availability and eligibility as outlined above.

References: [Bipartisan Infrastructure Law - Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Fact Sheet | Federal Highway Administration \(dot.gov\)](#), [Reference - CMAQ - Air Quality - Environment - FHWA \(dot.gov\)](#)

Federal Funding Opportunities

Federally administered grants that apply to the Red Line Trail project are the Reconnecting Communities Pilot Grant Program (RCP), the Active Transportation Infrastructure Investment Program (ATIIP), the Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Program, and the Safe Streets and Roads for All (SS4A) Program. The Federal Highway Administration maintains a [Pedestrian and Bicycle Funding Opportunities table](#), which should be monitored for the latest opportunities offered through US Department of Transportation Highway, Transit, and Safety Funds.

The RCP Program is a combination of two grant opportunities intended to fund infrastructure investments that increase opportunities for disadvantaged communities by removing and adding transportation facilities, such as multiuse paths. The ATIIP Program is intended to fund improvements of active transportation networks to increase safety and connectivity. The RAISE Program is intended to fund surface transportation projects, such as bike trail projects, with an intended significant local or regional impact and advance the priorities of safety, equity, and sustainability. The SS4A Program is intended to fund projects that improve roadway safety by reducing or eliminating roadway fatalities and serious injuries for all roadway users. These projects include increasing bike facilities.

Reconnecting Communities Pilot Grant Program

Grant Administrator: U.S. Department of Transportation (USDOT) and the Office of the Secretary of Transportation (OST)

GRANT DESCRIPTION:

The Reconnecting Communities Pilot Grant Program (RCP) is a combination of two major discretionary grants into one Notice of Funding Opportunity (NOFO). The USDOT offers three grant types under this program: *Capital Construction*, *Community Planning*, and *Regional Partnerships Challenge*. The program is intended to be used for projects that prioritize disadvantaged communities, aim to improve access to daily needs, foster equitable development and restoration, and reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity.

Capital Construction: funding is for reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities.

Community Planning: funding for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges.

Regional Partnerships Challenge: funding is for all projects under the categories above but on a regional scale. Funding is to incentivize stronger partnerships between local governments, Tribal governments, MPOs/RPOs, State DOTs, and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions.

ELIGIBLE APPLICANTS:

Eligible applicants include a State or territory of the United States, a unit of local government, a political subdivision of a State, a Tribal government, a special purpose district or public authority with a transportation function, an MPO, or a non-profit that has entered into a partnership with an eligible entity and is applying for planning and capacity building activities in disadvantaged or underserved communities. Applicants must be the Facility Owner(s), or the Facility Owner must be a joint applicant with evidence of endorsement of the application.

ELIGIBLE PROJECTS:

Eligible Facilities are highways or other transportation facilities that create a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. DOT is taking a broad view of "other transportation facilities".

The RCP program is a highly competitive grant program, similar to the level of competitiveness to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program as further described in the section below. It is recommended that government entities interested in this program focus on gathering regional support (i.e. letter of support) from stakeholders and the public to cite in the application. Additionally, project applicants should consider planning for preparing funding applications well ahead of the NOFO release. A number of trail and complete streets projects were awarded during the FY 2023 grant period.

FUNDING TYPE & FUNDING AMOUNT:

The DOT awards 3-5 Regional Partnerships Challenge Grants. All grants awarded cover 80% of the total project cost with a 20% local match, unless the community is disadvantaged, where it can cover 100%. The grants that have a minimum or maximum award amount are listed in **Table 4**. If a minimum or maximum award amount is not listed, then the DOT will award an amount. USDOT allocated \$202 million in 2025 and \$205 million in 2026 for the RCP program.

Table 4: RCP Grant Types and Funding Ranges

Grant Type	Minimum award	Maximum Award
Neighborhoods Access and Equity Program	No minimum	No maximum
Reconnecting Communities Program: Capital Construction	\$5 million	\$100 million
Reconnecting Communities Program: Community Planning	No minimum	\$2 million

TIMELINE:

Assuming the timeline follows the 2023 model, applications will open mid-year and close at the end of fall 2024. Project awardees will likely be announced mid-year 2025.

References: [Reconnecting Communities and Neighborhoods Grant Program | US Department of Transportation](#), [Inflation Reduction Act - Neighborhood Access and Equity \(NAE\) Grant Program | Federal Highway Administration \(dot.gov\)](#), [RCP Program FY23 Fact Sheet.pdf \(transportation.gov\)](#)

Active Transportation Infrastructure Investment Program (ATIIP)

Grant Administrator: Federal Highway Administration (FHWA)

GRANT DESCRIPTION:

The Active Transportation Infrastructure Investment Program grants are intended to help improve the safety, efficiency, and reliability of active transportation networks and communities and improve connectivity between active transportation modes and public transportation through creating safe, accessible, and equitable pedestrian and bicycle network connectivity. The ATIIP grants are divided into two parts: Planning and Design Grants and Construction Grants.

ELIGIBLE APPLICANTS:

The following applicants are eligible for this grant: A local or regional governmental organization, including a MPO (CAMPO) or regional planning organization or council, a multicounty special district, state, a multistate group of governments, or a Native American Tribe.

ELIGIBLE PROJECTS:

Active transportation networks (connections within a community), active transportation spines (connections between communities, metropolitan regions, or States), and active transportation (mobility options powered by human energy) are eligible for these funds.

The FHWA expects ATIIP awards for planning and design grants to range between \$100,000 and an expected maximum of \$2,000,000. FHWA intends to award a minimum of \$7,500,000 in ATIIP funds for any given construction grant, and a maximum of \$15,000,000 in ATIIP funds for qualifying disadvantaged communities where the project has a 100% Federal share, or \$12,000,000 in ATIIP funds for all other construction grant applicants where the project has an 80% Federal share.

FUNDING TYPE & FUNDING AMOUNT:

The application for the FY 2023 Notice of Funding Opportunity (NOFO) is open as of March 2024 and closed in July 2024. Funding availability is subject to the Consolidated Appropriations Act with a total of \$45 million available. For the FY 2023 NOFO, FHWA has set aside \$3 million for planning and design grants. Of the available funding, at least 60% percent will be set aside for active transportation networks (30%) and active transportation spines (30%). Except for disadvantaged communities, all other applicants cannot receive a grant that exceeds 80% of the total project cost and must provide a 20% match of non-Federal funds.

TIMELINE:

The grant application was released March 19th, 2024, and the deadline has been extended from June 17th to July 17th, 2024. It is anticipated that the FY 2024 application period will open early spring 2025.

References: [ATIIP - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#), <https://grants.gov/search-results-detail/353043>

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

Grant Administrator: Office of the Secretary, U.S. Department of Transportation (USDOT)

GRANT DESCRIPTION:

The RAISE Grant Program is intended to fund surface transportation projects that will have a significant local or regional impact and advance the priorities of safety, equity, climate and sustainability, workforce development, job quality, and wealth creation. The RAISE grant can only fund the surface transportation infrastructure elements of a project that may also include housing, employment opportunities, and economic development strategies. There are two categories of funding: Capital Project grants, and Planning Project grants.

ELIGIBLE PROJECTS:

Eligible Capital Projects include public transportation projects eligible under Chapter 53 of Title 49, U.S. code, intermodal projects whose component parts are an eligible project type, and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program. If an applicant applies for public road and non-motorized projects that are not otherwise eligible, or if a project type is not described as explicitly eligible, then it should be explained in the application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case-by-case basis.

Eligible Planning Projects are development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans, and planning activities related to the development of a multimodal freight corridor including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic. Projects that include right-of-way acquisition are not eligible for the Planning Grants.

ELIGIBLE APPLICANTS:

Eligible applicants are a public authority with a transportation function, a transit agency, the States and the District of Columbia, any territory or possession of the United States, a unit of local government, a public agency or publicly chartered authority established by one or more States, a special purpose district, and a multi-State or multijurisdictional group.

FUNDING TYPE & FUNDING AMOUNT:

The minimum Capital Grant award is \$5 million in urban areas and \$1 million in rural areas. The maximum for both Capital and Planning grants is \$25 million. Federal cost share cannot exceed 80% of the projects total cost.

TIMELINE:

The FY 2025: RAISE Grant NOFO publication opens on October 15, 2024 and the application deadline is on January 13, 2025. The FY 2026: RAISE Grant NOFO publication opens on October 15, 2025 and the application deadline is on January 13, 2026.

References: [FY 2024 RAISE NOFO Amendment 1.pdf \(transportation.gov\)](#)

Safe Streets and Roads for All (SS4A) Program

Grant Administrator: U.S. Department of Transportation (USDOT)

GRANT DESCRIPTION:

The Safe Streets and Roads for All Grant Program is intended to fund projects that improve roadway safety by reducing or eliminating roadway fatalities and serious injuries through the development and implementation of a safety action plan to strengthen a community's approach to roadway safety for all users, including pedestrians, bicyclists, public transportation, personal conveyance, micromobility users, motorists, and commercial vehicle operators. The SS4A program has two grant types: Planning and Demonstration Grants and Implementation Grants.

ELIGIBLE PROJECTS:

Planning and Demonstration Grant: funds are for comprehensive safety action plans, supplemental safety planning, and/or safety demonstration activities.

Implementation Grant: funds are to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that inform an Action Plan. (New roadway facilities exclusively for non-motorists (e.g. a shared use path) is an eligible activity if the primary purpose is safety related.)

ELIGIBLE APPLICANTS:

Eligible applicants are a MPO (CAMPO), a political subdivision of a State or territory, and a multijurisdictional group of entities described in any of the three types of entities mentioned (they must identify a lead applicant as the primary point of contact).

Eligible applicants must have a qualifying Action Plan to apply for an Implementation Grant and must also meet at least one of these conditions: have ownership and/or maintenance responsibilities over a roadway network, have safety responsibilities that affect roadways, or have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction. A project to build off-road bicyclist and pedestrian facilities, including trails (i.e. the Red Line) would be eligible if the separation of mode users from the existing road network is identified in an existing, eligible Action Plan as a project to address a safety need².

Applicants may use existing Action Plans produced by other jurisdictions to apply for implementation if the projects and strategies in the application are included in the existing Action Plan.

² See additional eligibility considerations for Implementation Grants
<https://www.transportation.gov/grants/ss4a/implementation-grants#eligible-activities>

FUNDING TYPE & FUNDING AMOUNT:

Planning and Demonstration Grants: the minimum expected awards are \$100,000 and the maximum expected awards are \$10,000,000. The DOT expects larger award amounts for MPOs, multijurisdictional group applicants, or applicants with activities in large geographic areas.

Implementation Grants: the minimum expected awards are \$2,500,000 and the maximum expected awards are \$25,000,000. Federal share of the grant cannot exceed 80% of the total project cost

TIMELINE:

The 2024 planning timeline is shown in *Table 5*. Funding for Planning and Demonstration grants will be awarded on a first-come, first served basis. The NOFO for SS4F applications has two distinct funding rounds. As shown in *Table 5*, if an applicant is submitting for a Planning and Demonstration application there are three funding windows. For the 2024 cycle, priority applications were due in April 2024, however applications were continued to be accepted in May and August 2024, noting however awards in later deadlines are contingent on availability of remaining funds.

For projects submitting under the Implementation Grant portion of SS4R, the NOFO requires pre-application submissions (April 2024) to confirm the self-certification eligibility worksheet is completed³. After the pre-application submission, the final application is due approximately two months later (May 2024 for the 2024 cycle)

Table 5: SS4R Application Timeline (2024 NOFO)

Dates	02/21/2024	04/04/2024	04/17/2024	05/16/2024		08/29/2024
Application activity	SS4A FY2024 opens	1 st round Planning & Demonstration Grant application due	Implementation Grant Self-Certification Eligibility Worksheet Due	2 nd round Planning & Demonstration Grant application due	Implementation Grant application due	3 rd round Planning & Demonstration Grant application due

References: [Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#), <https://www.grants.gov/search-results-detail/352510>, [Search Results Detail | Grants.gov](#)

³ Self Certification Worksheet Template, 2024 <https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf>

Community Project Funding (CPF)/Congressionally Directed Spending (CDS)

Grant Administrator: Congressional Representative

DESCRIPTION:

Member designated projects are Congressionally-directed projects in which Congress takes a portion of the funding in a program and allocates among Members. Member designated projects can be used for any of the allowable uses in the specific program in which they are allocated including capital expenses or special initiatives. It is important to note that member designated projects are used for one-year funding in an annual appropriation with no guarantee of subsequent federal funds.

ELIGIBLE PROJECTS:

Projects may be submitted to Members of Congress for consideration of funding as long as the projects have a federal nexus and meet other requirements established by federal law, House Rules, and the Committee to ensure high-quality projects are requested and funding. Transportation related agencies include U.S.DOT transit infrastructure projects which are public transportation capital projects under chapter 53 of title 49 of the United States Code.

The best way to ensure project eligibility is for Members to select projects included on the Statewide Transportation Improvement Program (STIP) or the Transportation Improvement Program (TIP). Projects included on the STIP or TIP already have been certified as eligible for FHWA or FTA funding and do not require further verification of eligibility. For projects not on the STIP or TIP, the Committee will require additional documentation, including verification whether the project can be added to the STIP or TIP in a reasonable timeframe if the funding request is included in the legislation; whether the project is on a long-range transportation plan; and verification of eligibility for the proposed activity.

ELIGIBLE APPLICANTS:

Eligible applicants included specific State, locality, direct recipients, or congressional district. Project sponsors must submit interest to their Congress Member for consideration of funding. The Member then submits selected projects for further consideration by the House Committee on Appropriations.

FUNDING TYPE & FUNDING AMOUNT

Funding is allocated through a Congressional bill rather than through a statutory or administrative formula driven or competitive award process. All projects must meet relevant statutory and administrative criteria for funding through the grant program under which it's submitted. Project sponsors must be prepared to meet non-federal cost sharing requirements (*i.e. typically 20 percent local match to an 80 percent Federal ask*) and all other sub criteria associated with the funding allocation.

Between FY 2022 and FY 2025 the average award was between \$1.4 million and \$4.0 million. The number of projects awarded funding varies from year to year with anywhere between 10 and 15 projects selected as shown in **Table 6**.

*Table 6. CPF Funding Awards FY 2022 - FY 2025**

	FY 22	FY 23	FY 24	FY 25
Total Project Awards	10	15	12	11
Minimum Funding Awarded	\$701,000	\$825,000	\$932,000	\$1,400,000
Maximum Funding Awarded	\$2,475,000	\$5,000,000	\$10,270,000	\$5,000,000
Average Award	\$1,400,000	\$2,000,000	\$3,500,000	\$2,700,000

**Note project awards funding totals are rounded for comparison purposes.*

TIMELINE:

Project sponsors should submit their interest to their Congressional Representative. It is encouraged that interested parties maintain contact with their Congressional member offices as there can be quick turnaround times for submission projects once the Appropriations Committee releases guidelines for the next fiscal year. The rules governing these projects for Fiscal year 2026 and beyond, as part of the next Congress, will be determined in calendar year 2025 once the 119th Congress convenes.

Funding Considerations Summary

The summary of funding opportunities detailed in this report are outlined in Table 7. The Red Line Trail project sponsor and funding applicants should carefully review all NOFO's for key requirements including any federal grant requirements.

Overall, funding program availability on average ranges from \$700,000 to \$25 million with additional funding available through the RCP program. Red Line Trail project sponsors should continue to monitor funding availability and programs offered locally, regionally, and federally for long-term implementation.

Additionally, Red Line project partners may consider other funding opportunities that may become available in coordination with larger redevelopment opportunities. Fund sources such as Community Development Block Grants (CDBG), Tax Increment Financing (TIF), Tax Increment Reinvestment Zone (TIRZ), and Public Improvement Districts (PIDs) may be worth exploring as local funding opportunities to fund public infrastructure.

Table 7. Summary of Red Line State and Federal Funding Opportunities

Funding Program	Grant Administrator	Funding Range for Projects Based Upon Historical Awards*	Key Considerations for Project Sponsors
Transportation Alternatives Set-Aside Program	Texas Department of Transportation (TxDOT)/Capital Area Metropolitan Planning Organization (CAMPO)	\$1.0M - \$12.0M	Engage TxDOT and CAMPO for funding opportunities
National Recreational Trails Fund Grant Program	Texas Parks and Wildlife (TPWD)	\$300,000 - \$4.0M	Undersubscribed program.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Texas Department of Transportation (TxDOT)	N/A at this time	Monitor air quality attainment changes
Reconnecting Communities Pilot Grant Program (RCP)	U.S. Department of Transportation (USDOT)	No minimum to \$100M	Recommend early engagement with local stakeholders to identify as key RCP project
Active Transportation Infrastructure Investment Program (ATIIP)	Federal Highway Administration (FHWA)	\$100,000 - \$15M (depending on project type)	May be best used for construction funds.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (USDOT)	\$5M - \$25M	Similar to RCP, consider prioritizing as regional application for max competitiveness.
Safe Streets and Roads for All	U.S. Department of	\$100,000- \$25M	Confirm alignment with

Funding Program	Grant Administrator	Funding Range for Projects Based Upon Historical Awards*	Key Considerations for Project Sponsors
(SS4A) Program	Transportation (USDOT)	(depending on project type)	city with jurisdiction Action Plan Priorities.
Community Project Funding (CPF)/Congressional Directed Spending (CDS)	At the discretion of Congress (Annual Federal Appropriations Bill)	\$700,000 - \$5M	Engage Member of Congress prior to spring 2025/2026

**Funding ranges are presented for reference only based on historical awards. Consult the applicable funding guidance (i.e. NOFO) at time of application for detailed information on funding minimums and maximums.*