



The Active Transportation Infrastructure Investment Program (ATIIP)

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What is ATIIP?

- Federal discretionary grant program run by Federal Highway Administration
- For active transportation connectivity within & between communities
- Provides planning and construction grants
- First year: \$45 million



"Networks"

Connectivity within a community or region



"Spines"

Connectivity
between communities
or states





Why ATIP is unique & necessary

Only federal program that is both--

- *Dedicated* to walking and biking infrastructure
 - Not competing against roads, bridges, transit
- *Focused* on funding active transportation *systems*
 - Fill gaps in existing infrastructure
 - Concentrated (large grants) to ensure connectivity

Embodies shift: active transportation = essential infrastructure

Like roads and rails, ensure connected & functional system

Eligibility

Eligible applicants = governments

- local or regional governmental organization
- a multi-county special district
- a State
- a multi-state group of governments
- an Indian tribe

Apply for active transportation project or group of projects within or between a community or group of communities.

- Applicant must have jurisdiction over at least one



Notice of Funding Opportunity: Money



\$44.55M in grants (\$45M – 1% administration)

Two grant types:

1. **Construction:** b/w \$24.93M & \$41.55M total (expect 3-4 grants)

No maximum but expect grants between \$7.5M and \$12M

- Low-income communities up to \$15M
 - 40% poverty rate in majority of census tracts served by project

Will include both network and spine awards

2. **Planning/design:** b/w \$3M & \$19.62M total (many more grants)

\$100K minimum

No maximum, but expect biggest no >\$2M



Clarifying grant size and match

Total cost and grant size are different things--

Statutory **minimum** of \$15M in **total cost**

- FHWA interpreted “total cost” to mean ‘grant request + matching funds’

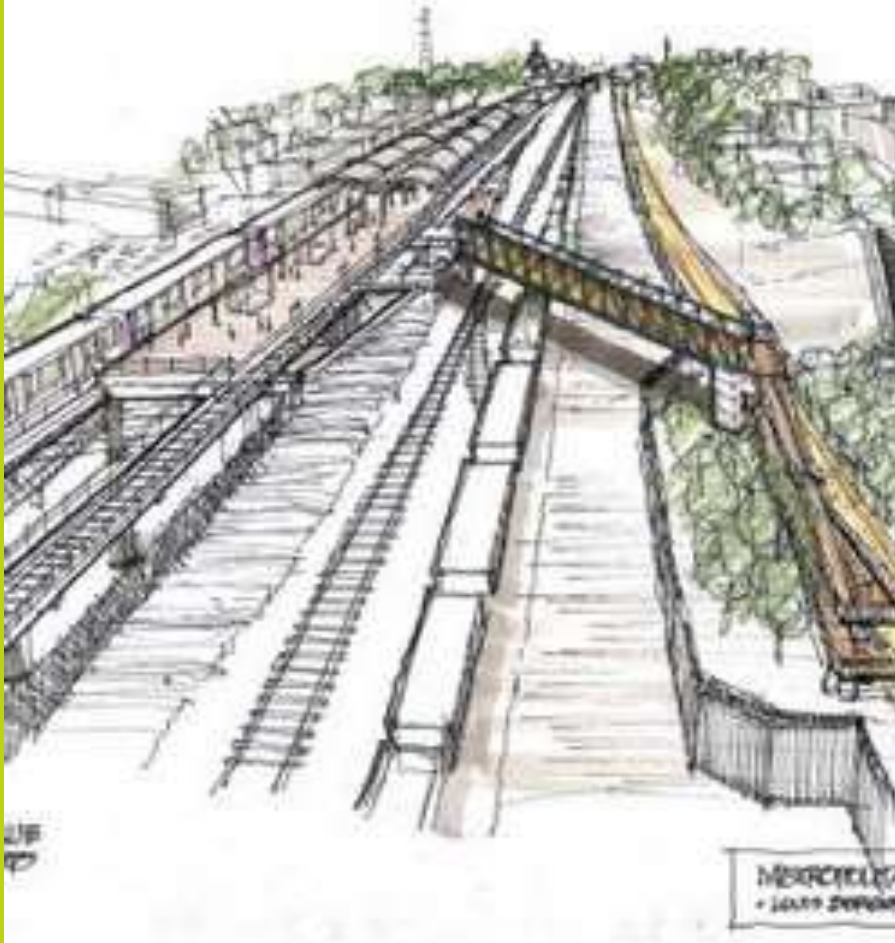
Expected **maximum grant size** of \$15M

Construction grant request + matching funds scenarios:

- \$15M request, no match for qualifying low-income communities only
- \$12M request + \$3M match @20% standard federal transportation project rate
- \$7.5M grant request + \$7.5M match @50% rate (more competitive)
...and everything inbetween

Notice of Funding Opportunity: Merit Criteria/Priorities

1 of 2



1. Mobility and community connectivity

- Access to community destinations
- transit emphasized
- applies to spines

2. Community support (public input, leader commitment)

3. Commitment to increase walking, biking, active transport

- safety, policy, design

4. Financial completeness (match)

- Low-income automatic highest score
- Other: higher match may receive higher rating

Merit Criteria/Priorities

slide 2 of 2

5. Equitable development

- disparities in fatalities, access to opportunities based on race/income/ability

6. DOT goals and priorities

- Safety, access/equity, environment/climate, economy, quality of life, workforce

Tiebreakers:

- connect key community institutions (esp. schools)
- benefit disadvantaged communities



Timeline

Application deadline June 17th (90 days)

Time for performance:

- Obligate by 9/30/26
- Expect 2 years planning, 5 years construction



Some NOFO hints relevant to competitiveness

- **Demand for destinations served:** NOFO speaks of “high demand” destinations within a community or metropolitan region
- **Transportation value:** NOFO speaks of spines "built for active transportation", including sidewalks, bikeways and trails
- **Micromobility:** NOFO says "active transportation" doesn't include micromobility (e-scooters + certain e-bikes), but facilities may accommodate some micromobility devices



Special considerations for the initial cycle

How to be strategic given the scale:

- Planning/design grants
- Leverage/match
- Phasing or scaling



Why apply now?

You could get \$\$\$ to plan, design or construct your active transportation network or spine

- If you don't, FHWA will give you feedback on why & you will have better odds next time

While the program will be competitive, can apply for multiple federal programs for same project

- FHWA asks that you state past and future intended applications

Help propel the movement: RTC is working to grow ATIP to fully meet future needs for active transportation connectivity.

- By applying with a quality project, you will help to establish demand for the program and to demonstrate the impact of investing this way
- By receiving a grant, you will become a shining example for the country

More Opportunities to Learn

FHWA webinars

- April 9 for all potential applicants
- April 10 for Tribal governments

RTC ATIIP Office Hours

- RTC staff will hold small group Q&A sessions and one-on-one office hours in April
- These will be first come, first served
- Stay tuned for more information on the dates and specifics





**Let's hear your
questions!**