



ATIIP

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM

Next opportunity anticipated Spring 2025.

ADMINISTERED BY: FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The FY 2023 Active Transportation Infrastructure Investment Program (ATIIP), administered by the FHWA, aims to distribute up to \$44,550,000 to enhance the safety and connectivity of active transportation networks or spines. Eligible projects will foster construction of facilities promoting human-powered mobility, integrating with transit services, and connecting destinations within communities or across regions.



ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the ATIIP; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

- Local or regional governmental organization, including a metropolitan planning organization (MPO) or regional planning organization or council
- Multicounty special district
- State
- Multistate group of governments
- Indian Tribe

DEFINITIONS

Active Transportation Networks: Facilities like sidewalks, bikeways, and trails connecting destinations within a community to metropolitan area, such as schools, workplaces, and recreational areas.

Active Transportation Spines: These facilities connect communities, metropolitan areas, or even states, including rail trails, walking paths, or bike routes, serving as primary routes through regions.

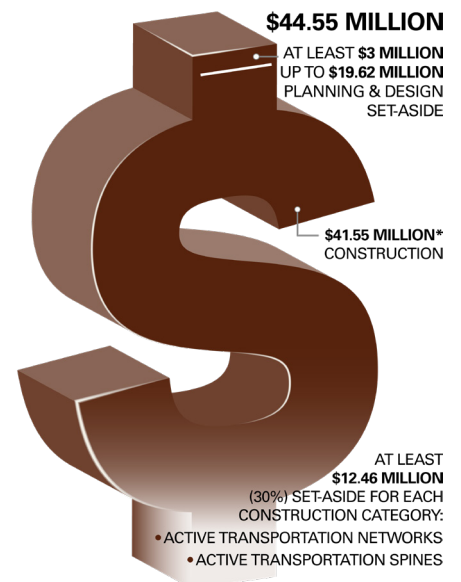
Active Transportation: Mobility options primarily powered by human energy, like walking and bicycling, which may also include activities like scooting or skating, but excluding electric micromobility options not primarily human powered.



BNSF PII

BNSF Railway’s Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

ATIIP



*FHWA will allocate up to \$16,620,000 in remaining funding to any type of grant

ATIIIP Planning and Design

Up to \$19,620,000

Funds for planning projects can be used to develop a plan for an active transportation network or spine project, or to update and further develop their plan

- Public engagement activities including outreach to disadvantaged communities, strategies for public input, etc.
- Design and planning studies that will support the development of construction projects, including traffic studies, active transportation network plans, connectivity analyses, asset inventories, and data collection
- Conceptual and preliminary engineering.

Funding \$19.62 Million

Project Min:	\$100K
Project Max:	No max
Expected Award Range:	\$100K-\$2M
Funding Ceiling:	\$19.62M
Funding Floor:	\$3M

ATIIIP Construction

Up to \$41,550,000

Construction grants may be utilized to fund various project components, as well as fees associated with project execution and financing

- Property acquisition, site preparation, and construction costs
- Bonds, permits, insurance, and contractor fees
- Training and education initiatives focused on the safety of project users

Funding \$41.55 Million

Project Min:	\$15M*
Project Max:	No max
Expected Award Range:	\$7.5M-\$12M**
Funding Ceiling:	\$41.55M
<u>Funding Floor</u>	
Overall:	\$24.93M
Active Transportation Networks:	\$12.465M
Active Transportation Spines:	\$12.465M

*Total project cost, including the requested amount and any matching funds.

**\$15 million for disadvantaged communities

Questions to ask yourself about the project:

Can applicants apply to multiple grants?

Yes, applicants may apply for more than one grant; however, the application must be for separate projects.

Are pre-award costs eligible?

No, any costs incurred prior to FHWA's obligation of funds for projects are ineligible for reimbursement or to count as cost-share (unless authorized in writing by FHWA after announcement).

What is the Project Cost Share?

It is a 20% funding match for all project types. For projects serving communities with a poverty rate of over 40%, based on the majority of census tracts served by the project, the federal share is 100% of the total project cost.



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