



Creating Equitable Connections on the Capital Trails Network

Presentation to the Transportation Planning Board
Bike/Pedestrian Subcommittee
July 18, 2023

RAISE Grant Overview

Overview

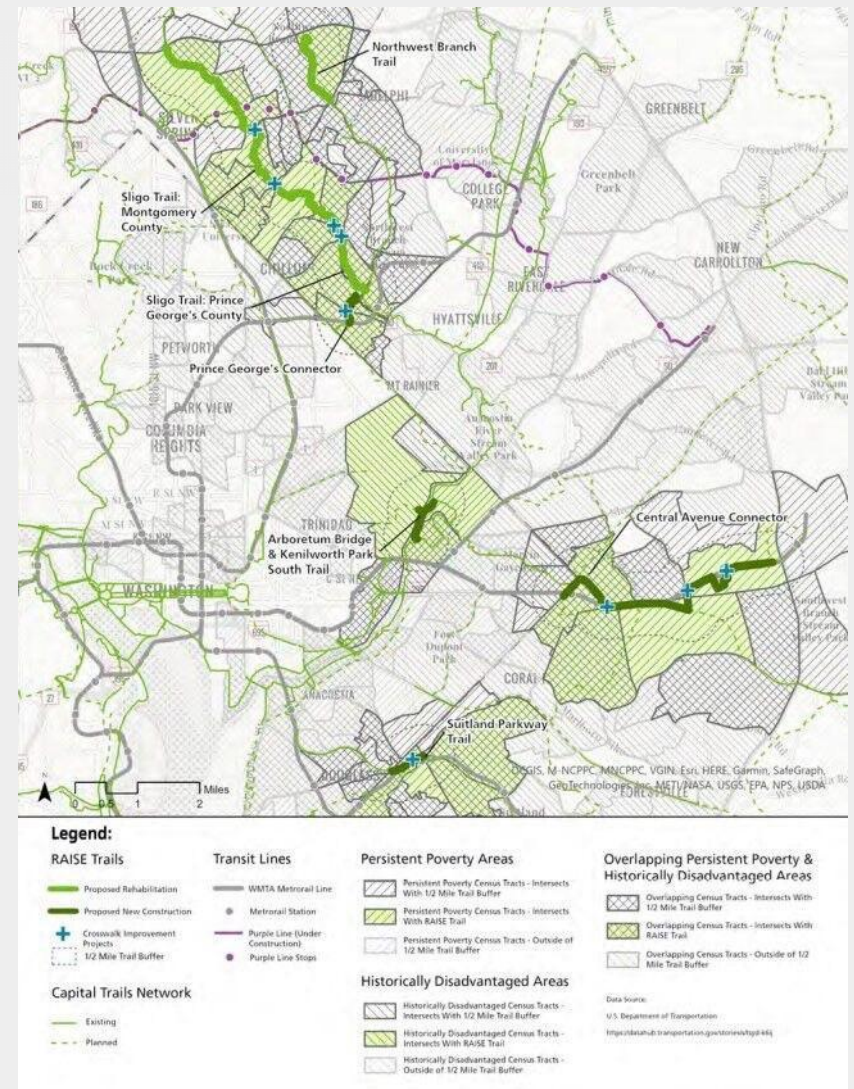
U.S. DOT **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** grants fund surface transportation infrastructure projects that will improve:

- safety;
- environmental sustainability;
- quality of life;
- mobility and community connectivity;
- economic competitiveness and opportunity including tourism;
- state of good repair;
- partnership and collaboration; and
- innovation.

Outcomes

- **U.S. DOT funded \$2.2 billion across 162 projects** in 50 states, the District of Columbia, and territories.
- DOT uses a rigorous merit-based process to select projects.
- In any given year, DOT funds only 1 out of approximately 10 grants and a funding requests typically exceed available funds by 20 times.

\$25 Million in FY 2023 RAISE Program funds to address an urgent and critical need to **rehabilitate existing and construct new multi-use paths** to fill key gaps in the regional bicycle and pedestrian trail network.



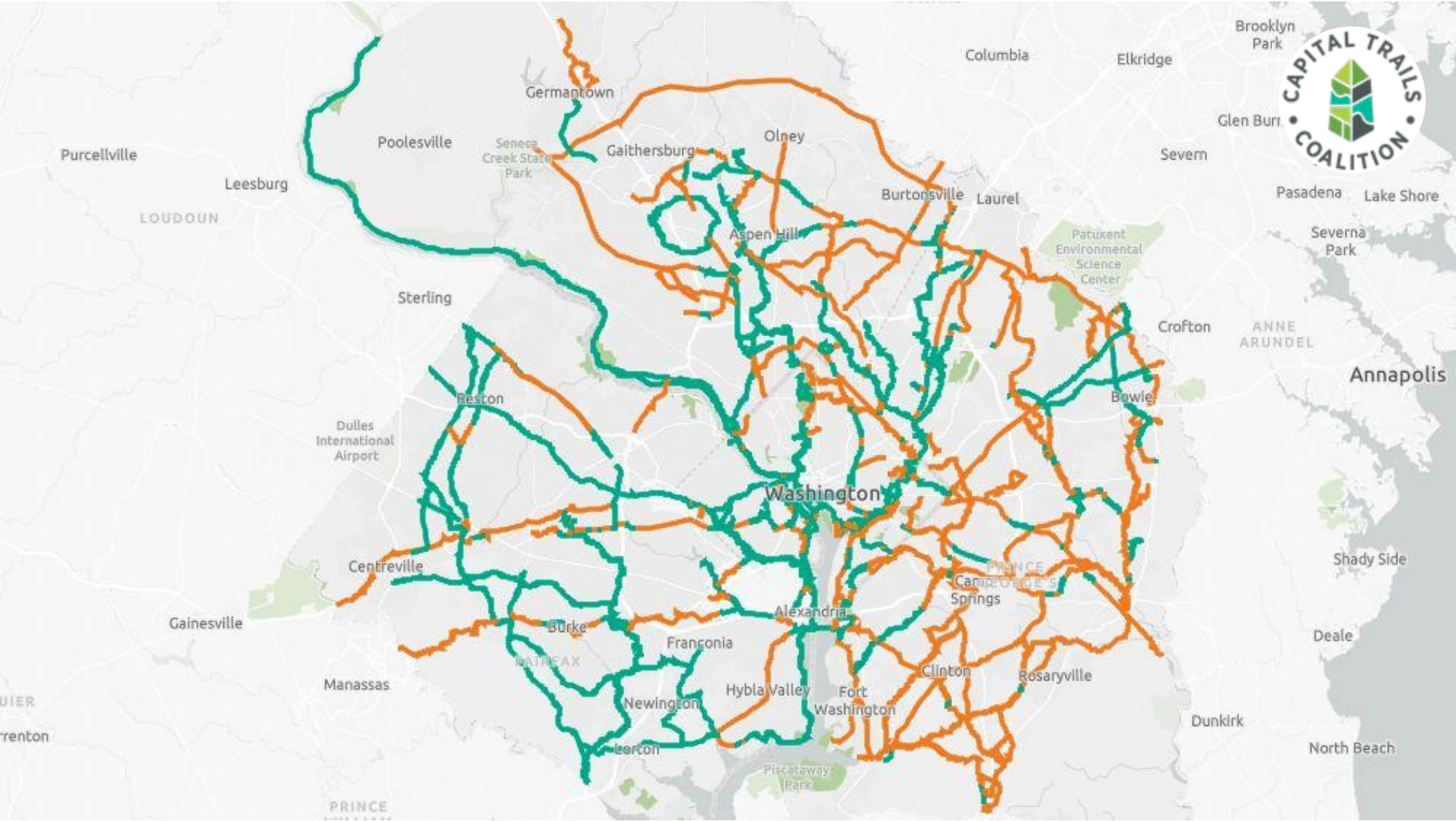
Capital Trails Coalition Vision



The Capital Trails Coalition seeks to create a world-class network of multi-use trails that are equitably distributed throughout the Washington D.C. metropolitan region.

The regional trails network will transform public life by providing low-stress access to open space and reliable transportation for people of all ages and abilities.





Annapolis

Shady Side

Deale

North Beach

About the Applicants

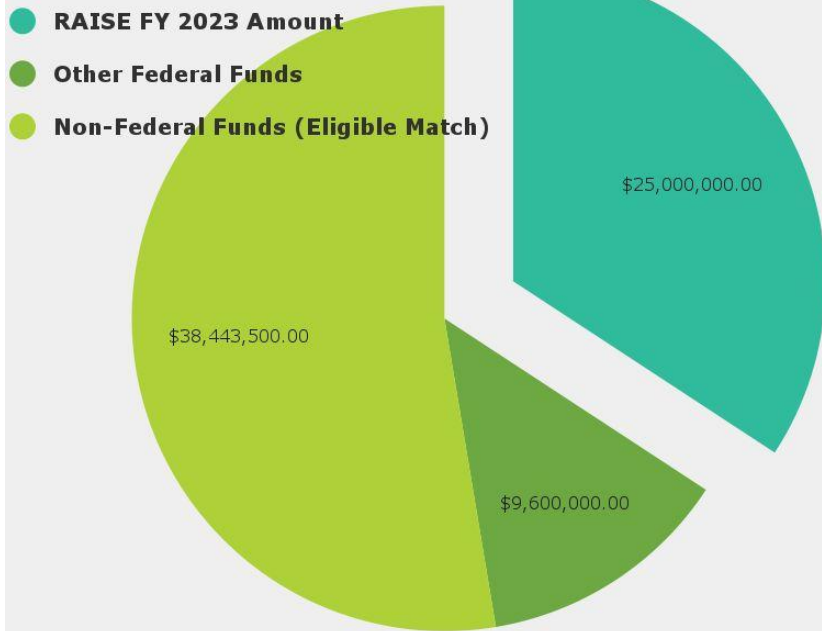
- Submitted by the Office of **Prince George's County Executive Alsobrooks** on behalf of:
 - The **Maryland-National Capital Park and Planning Commission:** Prince George's County Parks & Recreation, Montgomery Parks, and
 - The **District Department of Transportation**



Project Budget breakdown

Sources of Funding

The total RAISE grant amount is \$25M (34% of total project costs).



FY2023 Project Budget Breakdown

Project	Jurisdiction	Total Project Cost	Total RAISE Amount	% RAISE
Arboretum Bridge & Kenilworth Park South Trail	Washington, DC	\$28,318,500	\$6,500,000	23%
Central Avenue Connector	Prince George's County	\$22,850,000	\$4,500,000	20%
Prince George's Connector / Anacostia Gateway	Prince George's County	\$3,000,000	\$1,500,000	50%
Suitland Parkway Trail	Prince George's County	\$4,175,000	\$2,775,000	66%
Sligo Creek Trail Rehab	Montgomery County & Prince George's County	\$11,500,000	\$7,375,000	64%
Northwest Branch Trail	Montgomery County	\$3,200,000	\$2,350,000	73%
Total		\$73,043,500	\$25,000,000	34%

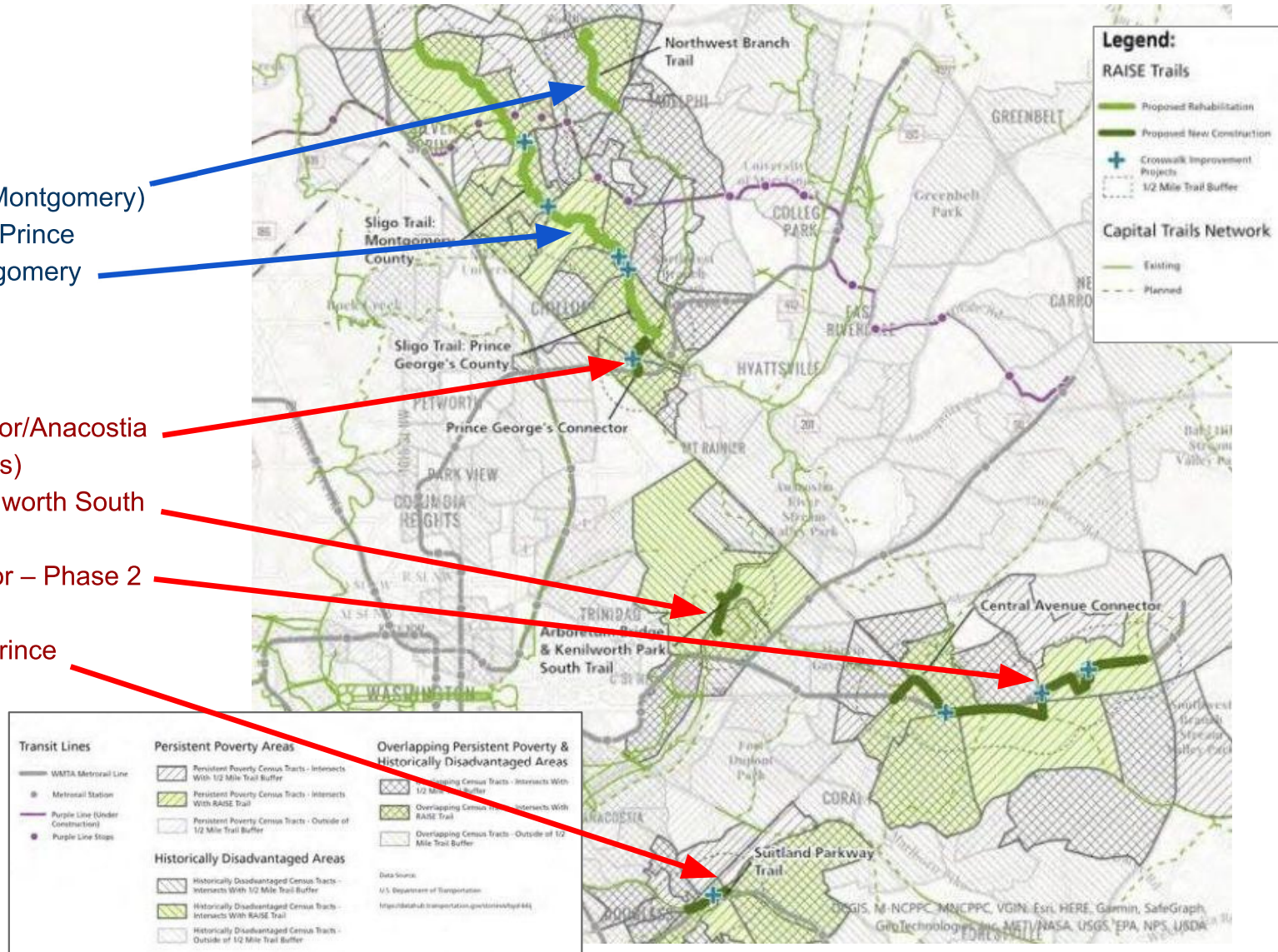
Project Components

Rehabilitation of:

- Northwest Branch Trail (Montgomery)
- Sligo Creek Trail Rehab (Prince George's County & Montgomery County)

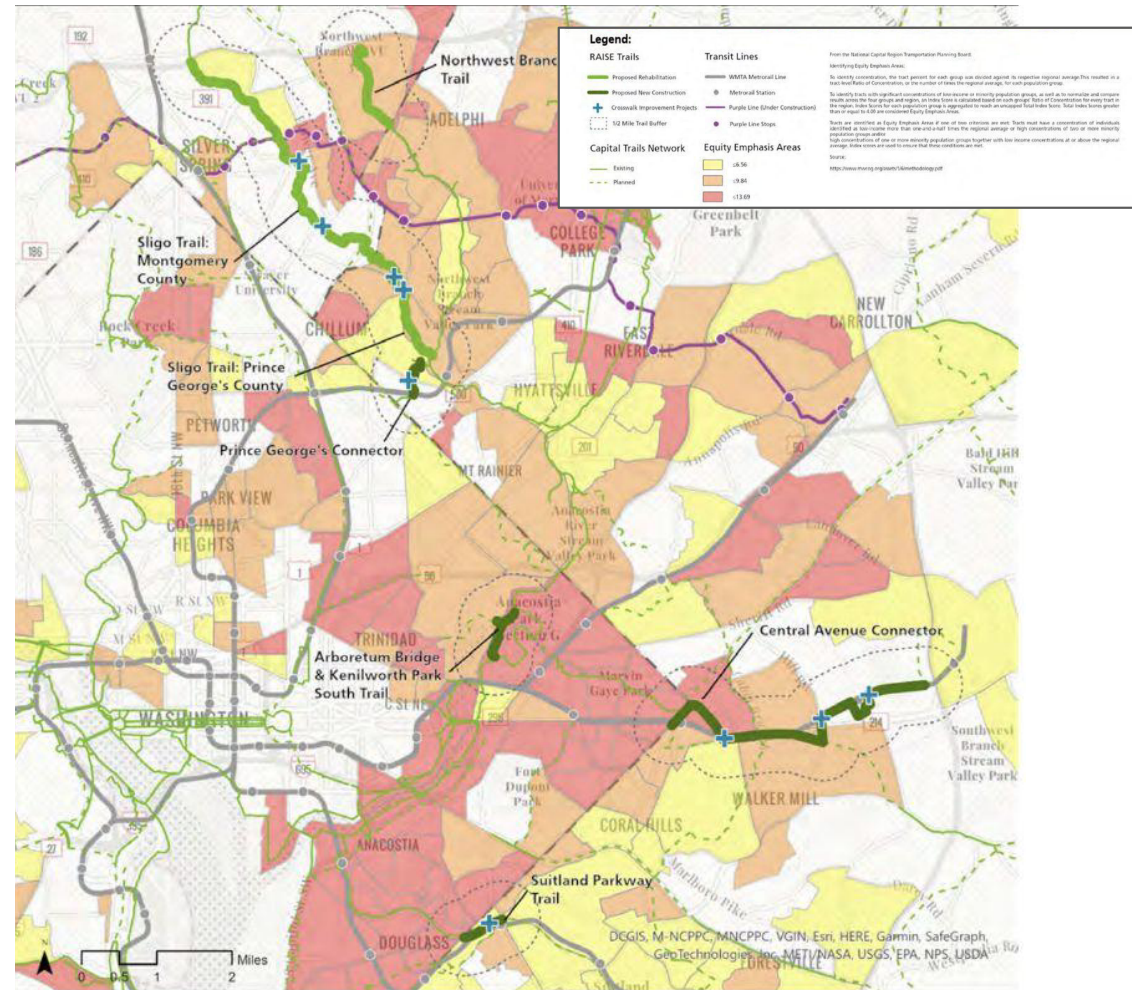
Construction of:

- Prince George's Connector/Anacostia Gateway (Prince George's)
- Arboretum Bridge & Kenilworth South Park Trail (DC)
- Central Avenue Connector – Phase 2 (Prince George's)
- Suitland Parkway Trail (Prince George's)



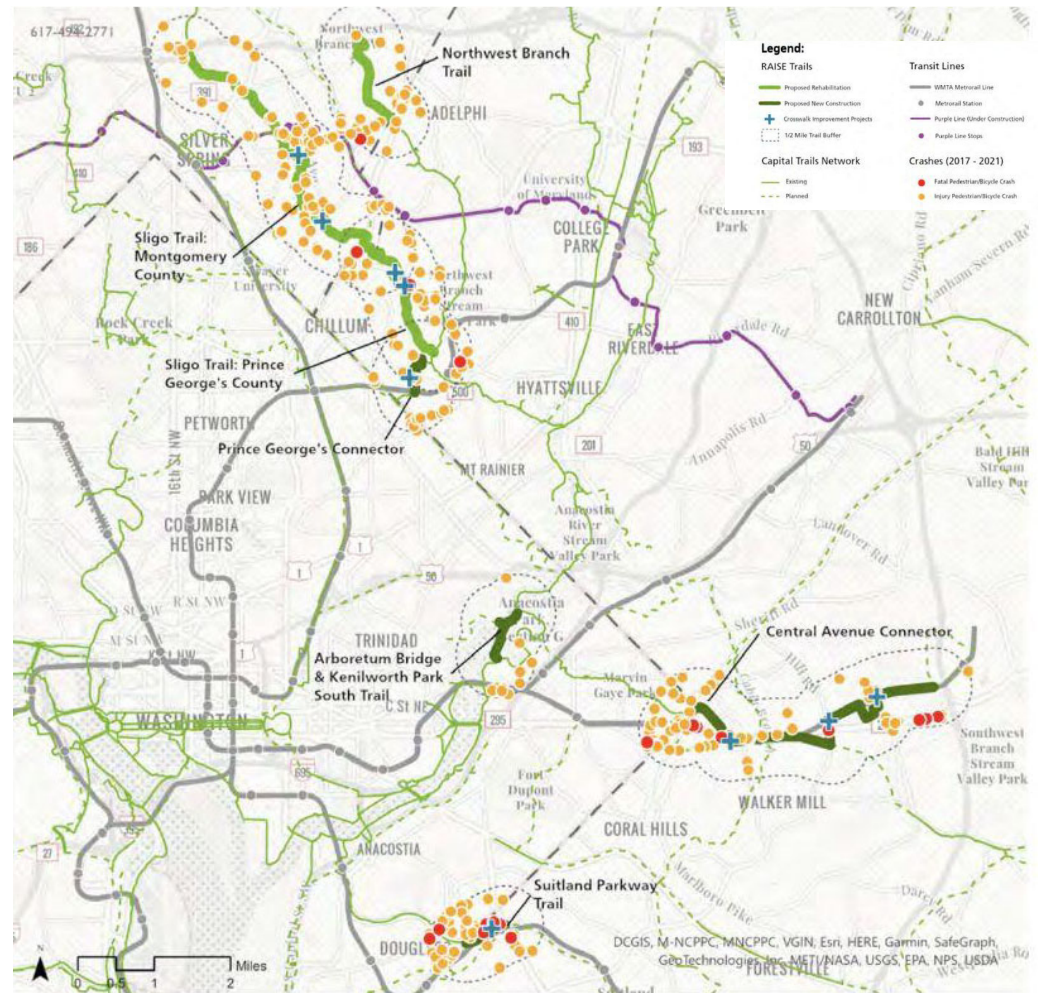
Project Impact: Focus on Equity Emphasis Areas

- Each project is located completely within **Areas of Persistent Poverty and/or Historically Disadvantaged Communities**, as defined by the U.S. Department of Transportation
- 15 miles of trail construction and rehabilitation spread across **40 impoverished census tracts** in Prince George's and Montgomery Counties in Maryland and the District of Columbia.



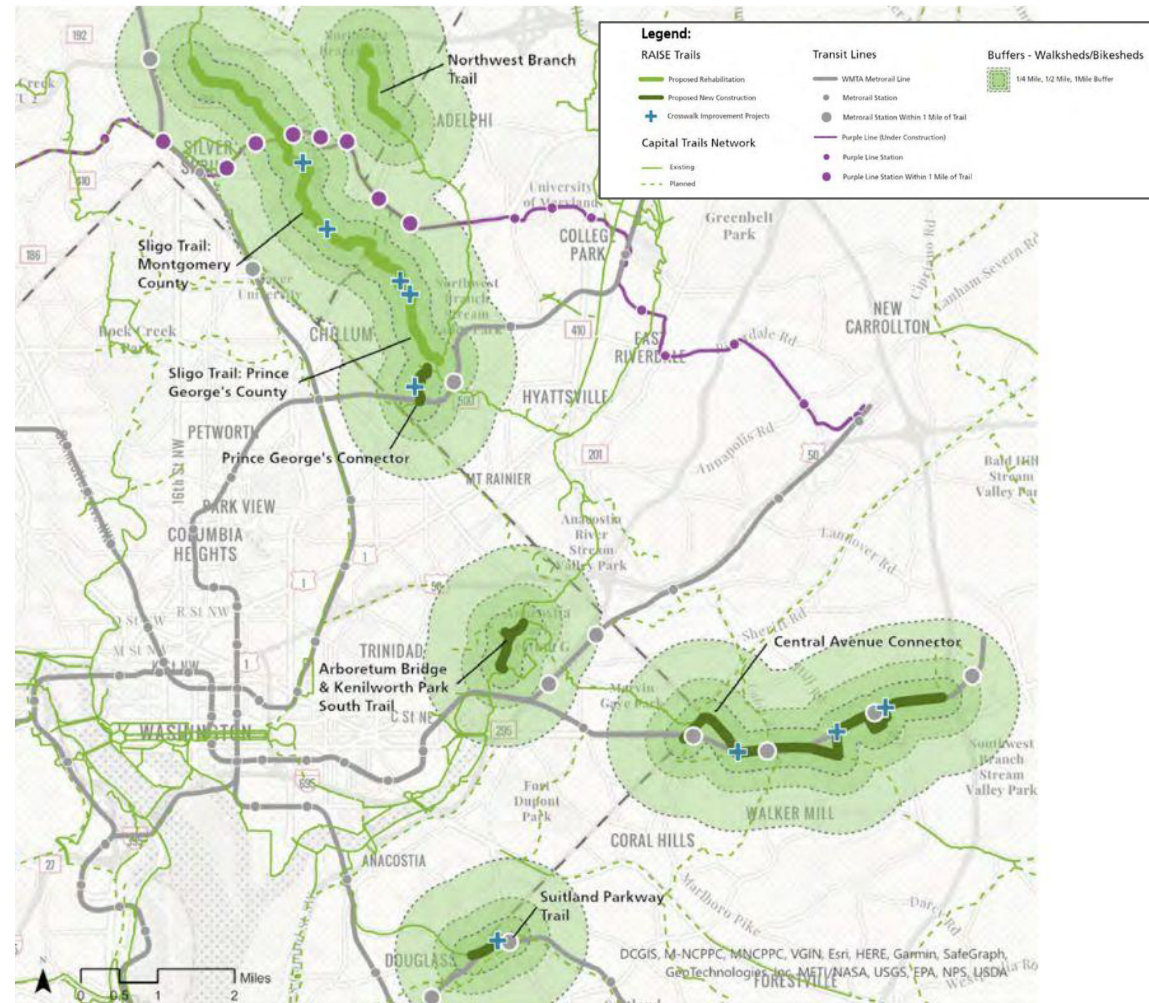
Project Impact: Improving Safety

- Safer connections to **nine rail stations**, including **four new trail connections** to Metrorail Green and Blue Line stations, enabling and encouraging more multimodal transportation.
- Connections across our communities by bridging the Anacostia River and implementing **safety improvements at nine major intersections** and **at-grade trail crossings**.



Project Impact: Access for Thousands of Residents

- The project creates and improves **meaningful regional trail connections where 600,000 people live**, providing access to national and local parks, jobs, and everyday destinations.
- The project will enhance both recreational and economic opportunities in the region, provide **non-motorized commuting options to the 53,000 workers** that are within half a mile of the trails.



Submission Process



2015

Capital Trails Coalition Established

The Coalition is formally established by founding partners: Rails-to-Trails Conservancy, National Park Service, and Washington Area Bicyclist Association.

2020

M-NCPPC submit 1st RAISE proposal

The proposal is rated as highly qualified, but was not selected.

2022

M-NCPPC and DDOT join forces and submit 2nd RAISE proposal

The proposal is rated as highly qualified, but was not selected.

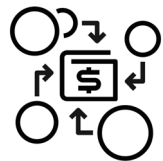
2023

\$25M Grant Secured

Proposal submitted by Prince George's County Office of the County Executive on behalf of M-NCPPC Prince George's County Department of Parks & Recreation, Montgomery Parks and DDOT secures maximum funding.



Takeaways from a Regional Perspective



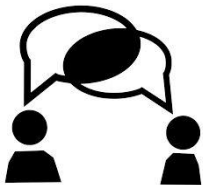
Funding Catalyst: Grant amount comprises about a third of the total cost of the project portfolio, but it became a catalyst for the rest of the funding, leveraging almost \$40 million in state and local commitments.



Timeline Accountability: The grant puts projects on a timeline as all RAISE Grant funding must be obligated on a contract by September 2027 and expended by September 2032.



Powerful Vision: System level, cross-jurisdictional thinking makes trail projects more competitive for grants and draws more political support.



Facilitated Collaboration: The regional request was centrally coordinated and made possible by sustained coordination, communication, and pooling specialized resources across many different levels of government and types organizations.

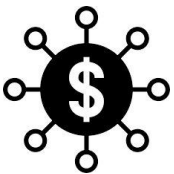
Looking Ahead



Grants Take Time: Large and/or regional grants require specialized technical expertise, strategy, coordination, and administrative work. Individual jurisdictions may not have the time or expertise to be successful on their own.



Winning the grant is the beginning: Funding is an important waypoint. Designing, permitting, and constructing projects and meeting federal grant reporting requirements is a years long process. Large projects can be complex and may necessitate new project management and grant administration capacity, especially for smaller agencies.



Significant Opportunities on the Horizon: The Bipartisan Infrastructure Law and Inflation Reduction Act present unprecedented opportunities to plan, repair, and build out the network:

- Additional rounds of RAISE
- Reconnecting Communities and Neighborhoods Grant Program
- Expanded Transportation Alternatives Program



Questions?

David Daddio: David.Daddio@nps.gov

Kalli Krumpos: kalli.krumpos@waba.org

Capital Trails Coalition: <https://www.capitaltrailscoalition.org/>