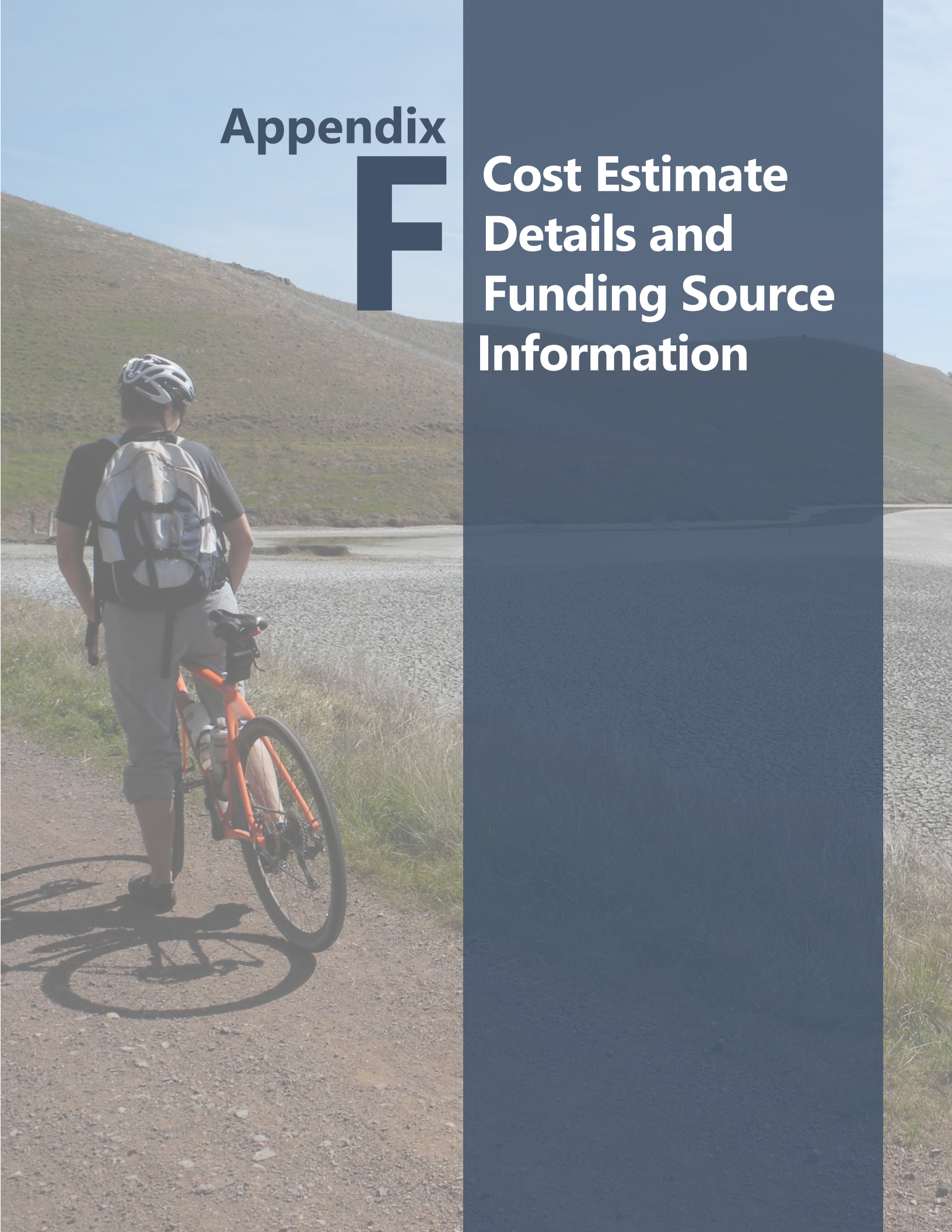


**Appendix**

**F**

**Cost Estimate  
Details and  
Funding Source  
Information**



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# Cost Estimate Details and Methodology

This first part of this Appendix addresses cost estimates for the 24 trail corridors identified by the current Trails Strategy Plan. Some trail corridors have prior or current studies that cover the entire corridor or part of the corridor. These studies typically went into more detail than a planning-level estimate. For corridors that were not covered by any previous studies, a planning-level cost estimate was prepared. The overall cost for each trail corridor, including design, permitting, environmental assessment, mitigation, and construction (including administration and coordination of construction) are summarized in **Chapter 11, Priorities, Costs, and Funding**.

## Cost Estimate Methodology

### Corridors with Previous Studies

Previous studies researched the cost of building the following trail corridors

- Niles Canyon Trail
- Bay Trail
- East Bay Greenway (portions)
- Dumbarton Bridge to Quarry Lakes Trail
- Mission Creek Trail
- Sabercat Historical Park Trail Extension
- Farwell Pathway

The current cost estimate study took the numbers from these previous plans and applied an annual inflation rate of 2.3% to adjust the original years' cost to 2021 dollars. If the prior estimate did not include construction planning, design, environmental and administration costs, a 35% factor was added to the estimate to cover those costs.

These previous cost estimates are included in **Table F-2**. To avoid conflicting costs and duplicated work, cost estimates for corridors with previous studies do not add in costs for any additional improvements, such as trail markings or trailside elements.

### Corridors with No Previous Studies

For trail corridors without previous studies, the project team prepared planning-level cost estimates based on the length of the trail corridors and the trail's Typology.

To arrive at these estimates, the following information was calculated in a series of linked spreadsheets:

- Trail Length  
*Trail mileage was calculated in GIS, broken down by Existing or Proposed and by Typology (Regional, Community Connector, or Neighborhood Trail).*
- Trail Markings, Trailside Elements, and Signage  
*Calculated based on trail length and Typology with different assumptions for typical trail marking and trailside element quantities used for each Typology (see **Table F-1** for these assumptions).*
- Proposed Access and Crossing Improvements  
*Calculated based on the improvements identified in the detailed corridor plans.*

Where needed, unit costs were calculated based on recent bid documents and research from sources including Caltrans and a recent study by the University of North Carolina.

Right of Way (ROW) acquisition costs were not specifically estimated, unless they were estimated in more detailed studies or plans. Most of the corridors are flood control or utility corridors which would not require ROW acquisition, unless the corridor is on an easement over private property, or where a license has been granted for private improvements that would have to be modified to continue the trail in the corridor.

A summary of the cost estimates is included in **Table F-2**. The more detailed, linked spreadsheets are available as a reference for City Staff.

Table F-1. Trail Markings, Trailside Elements, and Signage Assumptions

	Regional Trails	Community Connector Trails	Neighborhood Trails
<b>Existing</b>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> new trail markings</li> <li><input checked="" type="checkbox"/> new signage, lighting, benches, and trash receptacles</li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> new trail markings</li> <li><input checked="" type="checkbox"/> new signage, benches, and trash receptacles</li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> new trail markings</li> <li><input checked="" type="checkbox"/> new signage</li> </ul>
<b>Proposed</b>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> trail construction*</li> <li><input checked="" type="checkbox"/> trail markings</li> <li><input checked="" type="checkbox"/> signage, lighting, benches, trash receptacles, drinking fountains, landscaping (in some locations), trees</li> <li><input checked="" type="checkbox"/> trail crossings</li> </ul> <p><i>*cost varies depending on whether it is separated or constrained, or to be built on soil or an existing maintenance road</i></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> trail construction*</li> <li><input checked="" type="checkbox"/> trail markings</li> <li><input checked="" type="checkbox"/> signage, benches, and trash receptacles</li> <li><input checked="" type="checkbox"/> trail crossings</li> </ul> <p><i>*cost varies depending on whether it is to be built on soil or an existing maintenance road</i></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> trail construction*</li> <li><input checked="" type="checkbox"/> trail markings</li> <li><input checked="" type="checkbox"/> signage</li> <li><input checked="" type="checkbox"/> trail crossings</li> </ul> <p><i>*cost varies depending on whether it is to be built on soil or an existing maintenance road</i></p>
<b>Widening</b>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> trail construction/widening</li> <li><input checked="" type="checkbox"/> new trail markings</li> </ul> <p>(applies to part of the Alameda Creek Trail and Mission Creek Trail)</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> trail construction/widening</li> <li><input checked="" type="checkbox"/> new trail markings</li> </ul> <p>(applies to part of the Sabercat Historical Park Trail)</p>	Not applicable.

Note that costs for all trail types and improvement types include all recommendations listed in the corridor studies in **Appendix A, Fremont Trail Corridors**.

## Cost Estimate Detail Table

Table F-2. Planning Level Cost Estimate Detail Summary

#	Corridor and Reach Name	Total Construction Cost	Design, Admin, Contingency Costs - 35%	Total Cost	Cost per Mile	Source	Plan Year
1	Alameda Creek Trail	\$11,946,999	\$4,181,450	\$16,128,449	\$675,420	Current Study	2021
	Alameda Creek Trail Enhancements (Ardenwood to Isherwood)	\$8,083,884	\$2,829,360	\$10,913,244	\$660,393	Current Study	2021
	Alameda Creek Trail Enhancements (Isherwood to Niles Canyon)	\$3,863,115	\$1,352,090	\$5,215,205	\$709,188	Current Study	2021
2	Niles Canyon Trail	N/A	N/A	\$25,000,000	\$19,045,731	Niles Canyon Phase 1 Trail Presentation	2020
3	San Francisco Bay Trail	\$8,896,742	\$5,004,417	\$13,901,160	\$292,687	Newark-Fremont Bay Trail Realignment Feasibility Study	2013
	San Francisco Bay Trail Fremont Section	\$5,409,901	\$3,043,070	\$8,452,971	\$226,865	Ibid	2013
	San Francisco Bay Trail Newark Section	\$3,486,841	\$1,961,348	\$5,448,189	\$532,307	Ibid	2013
4	East Bay Greenway	\$78,260,612	\$27,391,215	\$105,651,827	N/A	Varies	Varies
	Reach 1 - North of Alameda Creek	\$4,500,000	\$1,575,000	\$6,075,000	\$2,536,578	Current Study	2021
	Reach 2 - Alameda Creek to Central Park	\$15,000,000	\$5,250,000	\$20,250,000	\$5,762,558	Current Study	2021
	Reach 3 - Central Park to Irvington BART/ Washington Boulevard (Existing)	\$192,470	\$67,365	\$259,835	\$731,694	Current Study	2021
	Reach 4 - Irvington BART Area (Washington Boulevard to Blacow)	N/A	N/A	N/A	N/A	Part of BART Station Project	2021
	Reach 5 - Blacow to Warm Springs BART/S Grimmer	\$2,400,000	\$840,000	\$3,240,000	\$1,200,000	Current Study	2021
	Reach 6A - Warm Springs BART to Tesla (in construction via Lennar development)	\$1,168,142	\$408,850	\$1,576,992	\$1,143,141	Current Study	2021
	Reach 6B - 880/Tesla Bridge and trail (in environmental/design)	\$55,000,000	\$19,250,000	\$74,250,000	N/A	I-880 Bicycle and Pedestrian Bridge and Trail Scoping Report	2016
5	Dumbarton Bridge to Quarry Lakes Trail	\$21,908,544	\$4,487,292	\$26,395,837	\$3,056,532	2018 Dumbarton Bridge to Quarry Lake Trail Study	2018

Table F-2. Planning Level Cost Estimate Detail Summary, continued

#	Corridor and Reach Name	Total Construction Cost	Design, Admin, Contingency Costs - 35%	Total Cost	Cost per Mile	Source	Plan Year
6	Mission Creek Trail	\$2,016,098	\$549,637	\$2,565,735	\$1,141,577	2018 Mission Creek Trail Feasibility Study	2018
7	Sabercat Historical Park Trail (I-680 Bridge and Extension and Enhancements Total	\$40,029,852	\$14,010,448	\$54,040,300	N/A	PSR-PDS I-680/Sabercat Bridge and Trail; UPRR/Blacow Underpass	Varies
	Existing Sabercat Trail Enhancement (I-680 to Pine)	\$715,436	\$250,403	\$965,839	\$603,649	Current Study	2021
	I-680 Sabercat Bridge & Trail	\$39,314,416	\$13,760,045	\$53,074,461	N/A	PSR-PDS I-680/Sabercat Bridge and Trail; UPRR/Blacow Underpass	2018
8	Fremont Boulevard Channel Trail	\$2,579,784	\$902,924	\$3,482,708	\$1,532,519	Current Study	2021
9	Hetch Hetchy East-West Trail	\$5,775,409	\$2,021,393	\$7,796,802	\$1,963,723	Current Study	2021
10	Hetch Hetchy North South Total	\$7,187,251	\$2,515,538	\$9,702,789	\$1,683,085	Current Study	2021
	Hetch-Hetchy North-South Trail (680 to Milpitas)	\$4,679,998	\$1,637,999	\$6,317,997	\$1,826,490	Current Study	2021
	Hetch-Hetchy North-South Trail (Mission to 680)	\$2,507,253	\$877,539	\$3,384,792	\$1,467,952	Current Study	2021
11	PG&E Corridor & Channel Trail	\$1,548,429	\$541,950	\$2,090,379	\$1,810,268	Current Study	2021
12	Richmond Avenue Channel Trail	\$3,411,232	\$1,193,931	\$4,605,163	\$1,655,165	Current Study	2021
13	Brookvale, Cabrillo and Patterson Park Trails	\$208,539	\$72,989	\$281,528	\$164,272	Current Study	2021
14	Northgate Trail	\$135,672	\$47,485	\$183,157	\$240,312	Current Study	2021
15	Crandall Creek Trail & Ardenwood Path	\$2,443,395	\$855,188	\$3,298,584	\$1,035,358	Current Study	2021
16	Farwell Pathway	N/A	N/A	\$550,123	\$1,066,405	Fremont Pedestrian Plan	2016
17	Lowry Neighborhood Park Trails	\$329,677	\$115,387	\$445,065	\$772,781	Current Study	2021
18	U-Channel Trail	\$3,220,480	\$1,127,168	\$4,347,648	\$1,487,965	Current Study	2021
19	Grimmer Greenway *	\$2,200,000	\$800,000	\$3,000,000	\$6,000,000	Current Study	2021
20	Irvington Neighborhood Trail	\$493,872	\$172,855	\$666,727	\$1,044,969	Current Study	2021
21	Morrison Canyon Road Trail	\$0	\$0	\$0	\$0	Current Study	2021
22	Warm Springs BART to Milpitas (via BART Corridor)	\$3,682,967	\$1,289,038	\$4,972,005	\$1,438,548	Current Study	2021

Table F-2. Planning Level Cost Estimate Detail Summary, continued

#	Corridor and Reach Name	Total Construction Cost	Design, Admin, Contingency Costs - 35%	Total Cost	Cost per Mile	Source	Plan Year
23	Pacific Commons Bridge and Trail	\$30,940,585	\$10,829,205	\$41,769,790	\$15,746,132	City Input	2021
24	Kato Road Trail **	\$10,277,823	\$1,541,673	\$11,819,496	\$11,819,496	Kato Road Trail Cost Estimate 21-4-28 by City of Fremont	2021
<b>Total Cost</b>				<b>\$342,695,272</b>			

Note: Not all segments on the list are counted. For example, projects that the City of Fremont is applying funding for planning grants are excluded.

\* The City has already received grants to implement the Grimmer Greenway. As such, the trail was scored highly for cost effectiveness even though the cost-per mile is higher.

\*\* Kato Trail cost estimate per mile will be revised. The City has already received a Federal earmark to implement the Kato Road Trail; as such, the trail was scored highly for cost effectiveness even though the cost-per mile is higher.

# Funding Sources

The implementation of the trail system in Fremont will likely take many years and will require the use of a variety of funding sources. Funding sources are available from local, county, regional, state, and federal agencies, as well as local organizations and non-profits. Additionally, the City of Fremont is currently updating its Parks and Recreation Master Plan, and funding opportunities for trails and parks projects should be considered together. Some of the proposed trails in this Trails Strategy are located within City parks and may be eligible for funding sources identified in the Parks and Recreation Master Plan.

## Funding Sources Table

**Table F-3** describes various grant programs and other funding sources that can be resources for developing trails in Fremont.

*Table F-3. Funding Sources*

Trail Funding Source	Description
<b>Local Funding Sources</b>	
<b>Fremont Capital Improvement Plan (CIP)</b>	Fremont can utilize funds already allocated in their capital improvement plan to fund trail development. The capital improvement plan is a short-range plan which identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for financing the plan. City of Fremont funds capital improvement projects and programs every 2 years and plans for 5 years.
<b>Developer Fees and/or Transportation Impact Fees</b>	Local or area-wide transportation impact fees are required for new developments. Funds from these impact fees can be used to plan and build transportation infrastructure, such as trail projects. The nexus is often made that vehicle trip reductions can be supported through multimodal projects.
<b>Local organizations and non-profits</b>	Occasionally local organizations and non-profits will help fund portions of trail projects. While these organizations do not often fund the design, construction, or maintenance of the actual trail, they can provide funding for trail amenities such as benches, bike racks, wayfinding, bicycle repairs stations, and more.
<b>County and Regional Funding Sources</b>	
<b>Vehicle Registration Fees</b>	<p>The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by voters in November 2010, with 63 percent of the vote. Starting in 2011, the fee will generate about \$11 million per year by a \$10 per year vehicle registration fee.</p> <p>The goal of the VRF program is to sustain the County’s transportation network and reduce traffic congestion and vehicle-related pollution. The program includes four categories of projects, including local road improvement and repairs, transit congestion relief projects, local transportation technology, and pedestrian and bicyclist access and safety program.</p> <p>Alameda County Transportation Commission distributes an equitable share of the funds among the four planning areas of the county (North County, Central County, South County, and East County) to fund additional projects identified by local jurisdictions. Fremont is part of the South County planning area.</p>



Table F-3. Funding Sources, continued

Trail Funding Source	Description
<p><b>One Bay Area Grants (OBAG)</b></p>	<p>The Metropolitan Transportation Commission’s (MTC) One Bay Area Grant program (OBAG) is a funding approach that aligns the Commission's investments with support for focused growth. Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals. OBAG includes both a regional program and a county program that both targets project investments in Priority Development Areas (PDAs) and rewards cities and counties that approve new housing construction and accept allocations through the Regional Housing Need Allocation (RHNA) process.</p> <p>Cities and counties can use these OBAG funds to invest in local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects. The most recent OBAG funding cycle (OBAG 2) is funded approximately \$800 million in projects from 2017/2018 through 2021/2022.</p>
<p><b>Transportation Development Act (TDA) Article 3</b></p>	<p>The Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects, which could include trails. Two percent of TDA funds collected in the County are used for TDA 3. MTC allows each county to determine how to use funds. Some counties competitively select projects while other counties distribute the funds to jurisdictions based on population. Each county coordinates a consolidated annual request for projects to be funded in the county.</p>
<p><b>Regional Measure 1, 2, 3, and Future Regional Measures</b></p>	<p>To help solve the Bay Area's growing congestion problems, MTC worked with the state Legislature to authorize a series of ballot measure that would finance a comprehensive suite of highway and transit improvements by increasing tolls on the region's seven state-owned toll bridges. In the most recent Regional Measure (RM 3), toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes. Current interpretation of these measures indicate that trail projects may be included as accessory parts to larger infrastructure projects.</p>
<p><b>Regional Active Transportation Program</b></p>	<p>While the California Department of Transportation (Caltrans) administers statewide Active Transportation Program grants, MTC allocated a portion of the funds to administer a regional component. MTC provides a regional supplemental application in addition to the statewide application to apply for the competitive program funds. The program allows cities, counties, transit agencies and other public agencies to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer, and more convenient.</p>

Table F-3. Funding Sources, continued

Trail Funding Source	Description
<p><b>Transportation Fund for Clean Air (TFCA)</b></p>	<p>In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on cars and trucks registered within its jurisdiction to be used to provide grant funding to eligible projects that reduce on-road motor vehicle emissions. The Air District allocates these funds to its Transportation Fund for Clean Air Program, which in turn provides funding to qualifying trip-reduction and alternative-fuel vehicle-based projects, including plug-in electric vehicles.</p> <p>Sixty percent of TFCA funds are awarded by the Air District to eligible programs and projects through a grant program known as the Regional Fund, through various Air District sponsored programs and projects such as Spare the Air, and through certain alternative-fuel vehicle-based and bicycle facility programs. The remaining 40 percent of TFCA funds are passed through to the County Program Manager Fund and are awarded by the Congestion Management Agencies of the nine counties to TFCA-eligible projects located within those counties. Qualifying projects include “bicycle and pedestrian facility improvements,” which could include the construction of trails and trail amenities.</p>
<p><b>Local BART Sales Tax</b></p>	<p>One of BART’s primary funding mechanisms is a local sales tax collected across its service area. Bonds are secured through BART’s sales tax revenue, consisting of 75 percent of revenue from a 0.5-cent sales tax collected in the three-county service area with the remaining 25 percent distributed to the Metropolitan Transportation Commission (MTC). BART implements projects on agency-owned properties to improve safety and access for all modes to its stations.</p>
<p><b>Measure RR</b></p>	<p>The elected BART Board of Directors voted unanimously to put forward a \$3.5 billion general obligation measure on the November 2016 ballot that was approved by voters. The funds will help replace and maintain much of BART’s assets that are reaching their useful life. Additionally, approximately \$135 million will be spent to expand opportunities to safely access stations. This includes improving trails on BART-owned properties that provide access for all BART users, including seniors and people with disabilities. Local agencies can work with BART to identify opportunities for access improvements to local stations.</p>
<p><b>Measure B</b></p>	<p>In 2000, nearly 82 percent of Alameda County voters approved Measure B, the half-cent transportation sales tax. Alameda County Transportation Commission administers Measure B funds to deliver essential transportation improvements and services. The Alameda County 20-year Transportation Expenditure Plan guides the expenditures of more than \$1.4 billion in county transportation funds generated through the continuation of the sales tax over the next 20 years. This program comes to an end in 2022 with continuation of Measure BB tax. The expenditure plan was developed to serve major regional transportation needs in Alameda County and to address congestion in every major commute corridor in the county. Regional priorities are to expand mass transit, improve highway infrastructure, improve local streets and roads, improve bicycle and pedestrian safety, and expand special transportation for seniors and people with disabilities. Funds are allocated through direct local distributions, discretionary programs, and to individual capital projects.</p>

Table F-3. Funding Sources, continued

Trail Funding Source	Description
<b>Measure BB</b>	Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045.
<b>State Funding Sources</b>	
<b>Active Transportation Program (ATP) Grants</b>	The Active Transportation Program consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs. The purpose of the ATP is to encourage increased use of active modes of transportation by increasing the proportion of trips completed by biking and walking, increasing safety of non-motorized users, reducing greenhouse gases, enhancing public health, and ensuring that under-resourced communities fully share in the benefits of the program.
<b>Recreational Trails Program (RTP)</b>	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR) and the Department of Transportation (Caltrans) Active Transportation Program (ATP). Eligible non-motorized projects include acquisition of easements and fee simple title to property for recreational trails and recreational trail corridors and development, or rehabilitation of trails, trailside, and trailhead facilities. The program requires a 12 percent match. FHWA must approve project recommendations before California State Parks can execute grant contracts. Prior to forwarding these projects to FHWA, each must comply with the National Historical Preservation Act of 1966 (Section 106), National Environmental Policy Act (NEPA), and be listed on the State Transportation Improvement Plan (STIP).
<b>Affordable Housing and Sustainable Communities (AHSC) Program</b>	The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. The AHSC program includes transportation focuses related to reducing air pollution, improving conditions in under-resourced communities, supporting or improving public health, improving connectivity and accessibility to jobs, increasing options for mobility, and increasing transit ridership. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.

Table F-3. Funding Sources, continued

Trail Funding Source	Description
<b>Transformative Climate Communities (TCC) Program</b>	<p>The Transformative Climate Communities Program was established by Assembly Bill (AB) 2722 to fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. The TCC Program is also an opportunity to realize the State’s vision of Vibrant Communities and Landscapes, demonstrating how meaningful community engagement coupled with strategic investments in transportation, housing, food, energy, natural resources, and waste can reduce GHG emissions and other pollution, while also advancing social and health equity and enhancing economic opportunity and community resilience. The TCC Program funds both implementation and planning grants. While the program can fund a variety of projects, transportation-related projects can include, but are not limited to developing active transportation and public transit projects, supporting transit ridership programs and transit passes for low-income riders, expanding first/last mile connections, building safe and accessible biking and walking routes, and encouraging education and planning activities to promote increased use of active modes of transportation.</p>
<b>Environmental Enhancement and Mitigation (EEM) Grant Program</b>	<p>The Environmental Enhancement Mitigation program authorizes the California state legislature to allocate up to \$7 million each fiscal year from the Highway Users Tax Account. EEM projects must contribute to mitigation of the environmental effects of transportation facilities. The EEM Program does not generally fund commute-related trails or similar bicycle/pedestrian infrastructure. However, it does fund recreational and nature trails as part of stormwater management or green infrastructure projects.</p>
<b>California Natural Resources Urban Greening Program</b>	<p>As part of the California State Senate Bill (SB) 859, the California Natural Resources Agency’s Urban Greening Program was created and is funded by the Greenhouse Gas Reduction Fund (GGRF) to support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. In 2017, approximately \$26 million was allocated from the GGRF to the Urban Greening Program. Projects should be focused in disadvantaged communities to maximize economic, environmental, and public benefits. The Urban Greening Program will fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to improve air and water quality, reduce energy consumption, and create more walkable and bikeable trails.</p>
<b>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD and TIGER)</b>	<p>The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants were announced in 2021. Formerly known as BUILD and TIGER, these discretionary grants will be available in Fiscal Year 2021 for transportation projects that meet specific criteria, with priority given to projects that demonstrate improvements to racial equity, environmental protection, and job creation.</p>



Table F-3. Funding Sources, continued

Trail Funding Source	Description
<b>FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ)</b>	FHWA’s CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards.
<b>FHWA Surface Transportation Block Grant Program (STBG)</b>	The STBG, formerly known as the Transportation Alternatives Program, authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities. The Metropolitan Transportation Commission (MTC) helps coordinate the Transportation Alternatives (TA) program in the San Francisco Bay Area.
<b>Land and Water Conservation Fund (LWCF)</b>	The LWCF provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. Over its first 49 years (1965 - 2014), LWCF has provided more than \$16.7 billion to acquire new Federal recreation lands as grants to State and local governments. Projects can include acquisition of open space, development of small city and neighborhood parks, and construction of trails or greenways.
<b>Community Services Block Grant Program (CSBG)</b>	The Community Services Block Grant provides funding to alleviate the causes and conditions of poverty in communities. This includes transportation projects. Administered by the U.S. Department of Health and Human Services, funding is allocated to states who then make it available to local communities. Funded projects have included commercial district streetscape improvements, sidewalk improvements, safe routes to school, and neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize neighborhoods.
<b>FHWA Highway Safety Improvement Program (HSIP)</b>	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
<b>Rivers, Trails, and Conservation Assistance Program</b>	The National Park Service Rivers, Trails, and Conservation Assistance (RCTA) program supports community-led natural resource conservation and outdoor recreation projects across the nation. The National Park Service helps community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.