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# PlanRVA Data Competency

## Existing Scope

Challenges & Opportunities

Regional Integrated Database System

Data Tools for Policymaking

## Special Projects



## Transportation

- Travel Demand Modeling
- Long Range Planning
- Analysis of crash data
- Traffic and VMT data
- Socio-Economic data
- Building pipeline
- Housing
- School enrollment

- Data and sources
  - Census
  - VMT, Crash, etc. – VDOT
  - Environmental data - NOAA, FEMA
  - VDOE, DMV

## Environment

- Flood risk analysis
- Bike-ped trails & stress factors
- Resiliency planning
- Emission estimates
- Urban heat islands
- Environmental justice
- Custom GIS analytics

- Data and sources
  - NOAA
  - DEM, LIDAR - USGS
  - Emissions - EPA

## Emergency Mgmt.

- Hazard identification and risk assessment
- Hazard mitigation plan
- Emergency preparedness workshops
- Training and community outreach

# Special Projects: Project Implementation-Competitive Funding

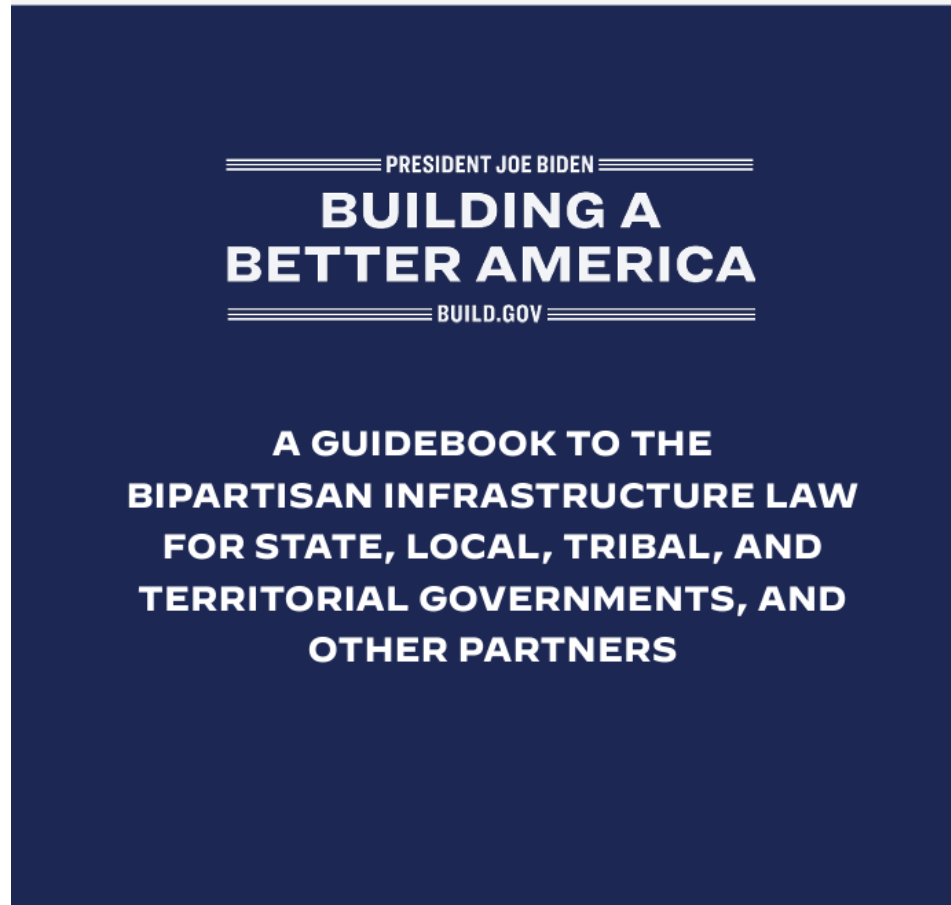
Existing Scope

Challenges &  
Opportunities

Regional Integrated  
Database System

Data Tools for  
Policymaking

**Special Projects**



- A total of \$550 billion of new funding through IIJA
- \$350 billion for Federal highway programs over FY22-FY26
- First year-6,900 projects, \$185 billion, 4000 communities in all 50 states
- For every CVTA \$, \$6.12 other funds invested
- Not just all modes of transportation capital projects and programs, but human and social infrastructure as well

<https://www.gfoa.org/iija-notice-of-funding-opportunity-nofo-tracker>

# Special Projects: Project Implementation-Competitive Funding

Existing Scope

Challenges &  
Opportunities

Regional Integrated  
Database System

Data Tools for  
Policymaking

**Special Projects**



Over 100 new funding programs



- Funding for Resiliency- (29)
- Funding for Water Infrastructure- (7)
- Funding for Broadband Deployment and Access- (4)
- Funding for Electric Vehicles, Buses, Ferries- (3)
- Funding for Ports and Waterways- (3)
- Funding for Airports and Federal Aviation Administration Facilities- (1)
- Funding for Public Transportation-(22)
- Funding for Roads, Bridges, and Railways- (33)

[Infrastructure Investment and Jobs Act \(IIJA\) Implementation Resources \(gfoa.org\)](https://www.gfoa.org/)

# Special Projects: Project Implementation-Competitive Funding



## Introduction to Funding Opportunities

This funding opportunities spreadsheet is intended to serve as a resource tool for all jurisdictions within the Richmond Region to provide quick reference for funding local and regional projects. These programs are established at the State and Federal level. The focus of this tool includes common local project types, such as planning, design, construction of transportation infrastructure and improvements that contribute to community resilience. This tool divides the State vs. Federal as Tier 1 and Tier 2, respectively, demonstrating the degree of competitiveness (i.e., Tier 1-less competitive, Tier 2-more competitive). State or Tier 1 funding programs may be less competitive given a smaller field of applicants. The size of typical projects funded is likely to be smaller or multi-phased as well. Funding applications for Tier 2, Federal funding must be nationally competitive to be successful, typically requiring a greater degree of preparation with potentially larger awards for more complex projects.

### We have organized the spreadsheet by tabs showing:

**Tab 1**-Quick reference of project eligibility and links for different State (Tier 1) resourced programs for transportation and resiliency projects. Eligibility marked by "\$" symbol to determine

**Tab 2**-Provides more specific program information including the administrative agency, description, applicant eligibility for transportation projects and programs.

**Tab 3**-Provides more specific information including administrative agency, description, and applicant eligibility for selected state funding programs geared to projects improving

**Tab 4**-Quick reference of basic project eligibility and links to different (Tier 2) Federal funding programs for Active Transportation and Resiliency projects. Eligibility marked by "\$" symbol to determine project types that apply.

**Tab 5**-Provides more specific program information including administrative agency, program description, eligible applicants, dues dates (note deadlines already passed are at the bottom of the list), and links to illustrative funding applications for projects in the PlanRVA area are included.

**Tab 6**-Provides more specific program information on funding resources intended to support community resiliency.

**Tab 7**-Provides a glossary of acronyms and more extensive noters related to Active Transportation projects and programs based on the USDOT spreadsheet from which the eligibility for pedestrian, bicycle, and micro mobility activities and projects was originally derived.




<https://planrva.org/wp-content/uploads/Competitive-Funding-FINAL.xlsx>



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# Competitive Funding


|   | A   | B   | C  | D  | E  | F  | G  | H   |
|---|---|---|--|--|--|--|--|---|
| 1   |                          | <b>Transportation</b> <b>WORKING DRAFT FOR REVIEW</b> |  |  |  |  |  |   |
| 2   | <b>Program</b>  | <b>Agency</b>   | <b>Grant or Loan</b>                                   | <b>Program Description</b>   | <b>Applicant Eligibility</b>   | <b>Due Dates</b>   | <b>Projects in PlanRVA Submitted or Funded</b> | <b>Relevant links</b>   |
| 3   | <a href="#">Local Assistance Division- Revenue Sharing</a>  | Virginia Department of Transportation                 | <i>Grant-Match Requirements</i>                        | Provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth.  | In order for a new roadway to be eligible for Revenue Sharing Program funding, it must be a part of a locally adopted plan such as the locality's Comprehensive Plan and must be expected to divert sufficient traffic from existing public roads so that those roads will not need to be improved in the foreseeable future. Projects may also need to be included in the regional Constrained Long Range Plan in air quality non-attainment areas.   | SMART Portal will open for pre-applications: <b>Spring 2023</b>  |  |   |
| 4   | <a href="#">Rural Rustics Roads</a>   | Virginia Department of Transportation                 | <i>Grant</i>   | The paving of an existing unpaved road with a compacted or impervious surface and reestablishment of existing associated ditches and shoulders, and usually the new hard-surfaced road is on the same horizontal and vertical alignment as the prior gravel impervious area.   | The road: Must be an unpaved road already within the State Secondary System. Must carry no more than 1,500 VPD. Must be a priority (line item) in the locality's approved Secondary Six-Year Plan (SSYP) if the funding source is from secondary system allocations. If secondary system allocations are not used, the project is not required to be in the SSYP. However, the applicable provisions for public involvement must be met. Must be used predominately for local traffic. Must have minimal anticipated traffic growth. | 2023 Applications TBD  |  | <a href="#">Link to Application Deadline and Eligibility Requirements</a> |
| 5   | <a href="#">State of Good Repair Program</a>  | Virginia Department of Transportation                 | <i>Grant</i>   | The program provides funding for deteriorated pavements and Poor Condition structurally deficient bridges owned or maintained by the Virginia Department of Transportation (VDOT) and or localities, as approved by the Commonwealth Transportation Board (CTB).   | <a href="#">Project Selection and Work Item Eligibility Resource</a>   | <b>SGR Locality-Owned Bridge Program:</b> Application due by December 2nd, 2022 at 5:00pm EST.<br><b>SGR Local Pavement Program:</b> Application due by December 10th, 2022 at 5:00pm EST. |  |   |
| 6   | <a href="#">Virginia Highway Safety Improvement Program (VHSIP)</a>                                       | Virginia Department of Transportation                 | <i>Grant</i>   | Improving highway safety on all public roads that focuses on safety performance. VDOT advances highway safety improvement projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries.   | To be eligible under HSIP, a project generally must: be consistent with a State's SHSP; correct or improve a hazardous road location or feature, or address a highway safety problem; be identified on the basis of crash experience, crash potential, crash rate, or other data supported means be listed under 23 U.S.C. 148(a)(4)(B) or (a)(11); and comply with other title 23 requirements.   | Application: Fall  |  |   |
| 7   | <a href="#">Transportation Alternatives (includes Safe Routes to School, Transportation Alternatives)</a> | Virginia Department of Transportation                 | <i>Grants, Cooperative Agreements, other contracts</i> | This reimbursement program is intended to help local sponsors fund community based projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical and environmental aspects of the transportation infrastructure.   | Urbanized areas of the State with a population over 200,000 – also known as Transportation Management Areas (TMAs). Areas of the State with a population less than 200,000 but greater than 5,000. Areas of the State with a population up to 5,000.   | Full applications are due by October 2, 2023   |  |   |
| 8   | <a href="#">BSTP/CMAQ</a>   | Virginia Department of Transportation                 | <i>Grant</i>   | The Congestion Mitigation and Air Quality program provides federal funding for transportation projects and programs that help improve air quality and reduce traffic congestion. The Surface Transportation Block Grant program provides states and regions with flexible federal funding that may be used for a wide variety of roadway and transit projects. | To be eligible for <b>CMAQ</b> funding, the primary criteria is that a project must reduce emissions of ozone precursors, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOX). <b>STBG</b> in general, projects must be located on federal aid highway system. This excludes roads classified as local or rural minor collectors. New projects are only eligible for future project phases which have not started.  | Fall, annually   |  |   |
|   | <a href="#">CVTA Regional</a>   | CVTA  | <i>Grant</i>   | To fund needed regional transportation projects which were not likely to be funded through other sources due to their higher project costs.  | Town of Ashland eligible for a total of (2) applications. Charles City County eligible for a total of (2) applications. Rockland County  | Annually   |  |   |
| <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>  |   |   |  |  |  |  |  |   |
| ◀ ▶ Cover Sheet   1. Tier-1-State   <b>2. Tier-1-State-Transportation</b>   3. Tier-1-State-Resiliency   4. Tier-2-Federal   5. Tier-2-Federal-Transportation   6. Tier-2-Federal-Resiliency   7. Not |   |   |  |  |  |  |  |   |



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# Competitive Funding

|    | A  | B            | C            | D          | E           | F          | G           | H             | I           | J          | K           | L           | M   | N           | O            | P         | Q           | R             | S            | T            | U           | V          | W          | X             |
|----|--|--------------|--------------|------------|-------------|------------|-------------|---------------|-------------|------------|-------------|-------------|---|-------------|--------------|-----------|-------------|---------------|--------------|--------------|-------------|------------|------------|---------------|
|    | <div></div> <div><b>Federal Competitive Funding Opportunities</b> (December 8, 2022) <b>WORKING DRAFT FOR REVIEW</b></div> <div>This table was created starting with a base spreadsheet focused on pedestrian and bicycle projects potentially eligible for funding through USDOT surface transportation programs as of September 9, 2022. Additional funds for other types of projects were added to the base spreadsheet to include community resiliency projects and other funding programs. The table shows some overlapping project potential for projects that meet multiple objectives. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of multimodal into surface transportation projects.</div> <div><b>Federal Competitive Funding Opportunities for Localities</b></div> <div><b>Key:</b> \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.</div> |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
|    | <b>Transportation-Federal Transit and Federal Highway Administration</b>   |              |              |            |             |            |             |               |             |            |             |             | <b>Resiliency-Environmental, Energy, Economic Development</b> |             |              |           |             |               |              |              |             |            |            |               |
|    | <b>Activity or Project Type</b>  | <b>RAISE</b> | <b>INFRA</b> | <b>RCP</b> | <b>WCPP</b> | <b>CFI</b> | <b>SS4A</b> | <b>Thrive</b> | <b>RRIF</b> | <b>TOD</b> | <b>AoPP</b> | <b>TIFA</b> | <b>CFI</b>  | <b>BRIC</b> | <b>WWDLG</b> | <b>G3</b> | <b>CNIG</b> | <b>CGHCDD</b> | <b>CFDLG</b> | <b>REDLG</b> | <b>RPIC</b> | <b>CCR</b> | <b>AOP</b> | <b>CCRHEE</b> |
| 1  | <b>Transportation Projects</b>   |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 2  | <b>Roadway Projects</b>  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 3  | Acquisition and installation of traffic control devices  |              |              |            |             | \$         |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 4  | Capacity change (add/remove lane, change use of lane e.g. HOV or HOT lane, bus lanes)  | \$           | \$           |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 5  | Intersection improvements  | \$           | \$           |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 6  | Paving of an existing unpaved road   |              |              |            |             |            |             |               |             |            |             |             |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 7  | Pavement reconstruction  | \$           | \$           |            |             |            |             |               |             |            |             |             |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 8  | Pavement rehabilitation  | \$           | \$           |            |             |            |             |               |             |            |             |             |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 9  | Reduce wildlife-vehicle collisions   |              |              |            | \$          |            |             |               |             |            |             |             |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 10 | Realignment, extension, or relocation  | \$           |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 11 | Road widening projects   | \$           |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 12 | Risk assessments and planning  | \$           | \$           | \$         |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 13 | Restoring or preserving roadway facilities   |              |              | \$         |             |            |             |               |             |            |             | \$          |   |             |              |           |             |               |              |              |             |            |            |               |
| 14 | Road safety assessment   |              |              |            |             | \$         | \$          |               |             | \$         | ~\$         | ~\$         |   |             |              |           |             |               |              |              |             |            |            |               |
| 15 | Safety education and public awareness campaigns  |              |              |            |             | \$         | \$          |               |             |            | ~\$         |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 16 | Traffic diversion improvements   |              |              |            | \$          |            |             |               |             | \$         |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 17 | Turn lanes at intersections  |              | \$           |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 18 | <b>Bridge Projects</b>   |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 19 | New bridge construction  | \$           | \$           |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 20 | Reconstruction/Replacement (structurally deficient) bridge   | \$           | \$           |            |             |            |             |               | \$          |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 21 | <b>Active Transportation Projects</b>  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 22 | Bike-ped crossing improvements   |              |              |            |             |            |             | \$            |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 23 | Community capacity building (develop organizational skills/processes and plans)  |              |              |            |             | \$         | \$          |               |             | \$         | \$          |             |   | \$          |              | \$        |             |               |              |              | \$          |            |            |               |
| 24 | Expand non-motorized travel choices  |              |              |            |             |            |             |               |             |            | \$          |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 25 | Preserve, restore, maintain, or implement a roadway facility, sidewalk, or structure   | \$           | \$           | \$         |             | \$         |             |               |             |            | ~\$         |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 26 | Resilience improvements for pedestrians and bicyclists   | \$           | \$           |            |             | \$         |             |               |             |            | ~\$         | ~\$         |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 27 | Spot improvement programs (for pedestrian and bicycle facilities)  | \$           | \$           |            |             | \$         |             |               | ~\$         |            | ~\$         |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 28 | Shared use paths / transportation trails   | \$           | \$           |            |             | \$         |             |               | ~\$         |            | ~\$         | ~\$         |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 29 | Trail construction and related facilities  | ~\$          |              |            |             |            | \$          |               |             |            | ~\$         |             |   |             |              | \$        |             |               |              |              |             |            |            |               |
| 30 | <b>Other Project Types</b>   |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 31 |  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 32 |  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 33 |  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 34 |  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |
| 35 |  |              |              |            |             |            |             |               |             |            |             |             |   |             |              |           |             |               |              |              |             |            |            |               |






# Competitive Funding

| Transportation <b>WORKING DRAFT FOR REVIEW</b>  |                                |  |  |   |   |   |                |
|---|--------------------------------|--|--|---|---|---|----------------|
| Program   | Agency                         | Grant or Loan  | Program Description  | Applicant Eligibility   | Due Dates   | Projects in PlanRVA Submitted or Funded | Relevant links |
| <a href="#">Charging and Fueling Infrastructure (CFI) Discretionary Grant Program</a> | Federal Highway Administration | <i>Grant</i>   | The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work - urban and rural areas alike - in addition to along designated Alternative Fuel Corridors (AFCs). |   | May 30th, 2023  |   |                |
| <a href="#">Transportation Infrastructure Finance and Innovation Act (TIFIA)</a>      | Department of Transportation   | <i>Loan</i>  | To provide low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.  | Rural: eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB).                | <i>Rolling</i>  |   |                |
| <a href="#">Strategic Innovation for Revenue Collection (Set-aside)</a>               | Federal Highway Administration | <i>Grants, Cooperative Agreements, other contracts</i> | Requires Department of Transportation to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the State, local, and regional level.   | States, metropolitan planning organizations, and local governments  | Period of Availability: Available until expended  |   |                |
| <a href="#">Charging and Fueling Infrastructure Grants</a>                            | Department of Transportation   | <i>Grant</i>   | Program funds will be made available each fiscal year for Community Grants, to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low- and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.            | State or political subdivision of a State, MPO, local government, special purpose district or public authority with a transportation function, Indian Tribe, territory  | Period of Availability: 4 year  |   |                |
| <a href="#">Charging &amp; Fueling Infrastructure Grants (Corridor Charging)</a>      | Federal Highway Administration | <i>Competitive Grant</i>                               | Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.   | State or political subdivision of a State, Metropolitan Planning Organizations, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory  | Period of Availability: 4 year  |   |                |
| <a href="#">Wildlife Crossings Pilot Program</a>                                      | Federal Highway Administration | <i>Grant</i>   | The Wildlife Crossings Pilot program will support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity. 60% of funds are designated to rural communities.  | State highway agency (or equivalent), Metropolitan Planning Organizations, Local government, Regional transportation authority, Special purpose district or public authority with a transportation function, Indian Tribe, Federal land management agency | Period of Availability: 4 year  |   |                |
| <a href="#">The INFRA Grants Program</a>  | Department of Transportation   | <i>Grant</i>   | Competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.  | A State or a group of States. A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals. A unit of local government or a group of local governments. | Applicants to use one application to apply for up to three separate discretionary grant |   |                |




# Competitive Funding

|  | A   | B                                     | C                        | D   | E   | F   | G  | H                     |
|--|---|---------------------------------------|--------------------------|---|---|---|--|-----------------------|
| 1  |  <b>Resiliency</b> <b>WORKING DRAFT FOR REVIEW</b> |                                       |                          |   |   |   |  |                       |
| 2  | <b>Program</b>  | <b>Agency</b>                         | <b>Grant or Loan</b>     | <b>Program Description</b>  | <b>Applicant Eligibility</b>  | <b>Due Dates</b>  | <b>Projects in PlanRVA Submitted or Funded</b> | <b>Relevant links</b> |
| 3  | <a href="#">Rural Economic Development Loan and Grant</a>   | Department of Agriculture             | <i>Grant and/or loan</i> | To support projects that promote rural economic development and job creation. Awards will be provided in the form of grants or loans to successful applicants, who will pass the funding through to business and community borrowers, or ultimate recipients, in the form of loans.   | Local Government, nonprofit, state government, private sector   | Applications must be received by 4:30 p.m. local time on one of the following dates: Sept. 30th, 2022. Dec. 31st, 2022. March 31st, 2023. June 30th, 2023 |  |                       |
| 4  | <a href="#">Community Facilities Direct Loan and Grant Program</a>  | Department of Agriculture             | <i>Grant and/or loan</i> | The purpose of this program is to provide affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located.  | Local government, state government, nonprofit, private sector, tribal nations, school districts                               | <i>Rolling</i>  |  |                       |
| 5  | <a href="#">National Culvert Removal, Replacement, and Restoration Grants (Culvert AOP Program)</a>                                 | Federal Highway Administration        | <i>Grant</i>             | To provide funding for projects that would meaningfully improve or restore passage for anadromous fish (anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn.  | A State, a unit of local government, an Indian Tribe  | Applications must be recieved by February 6th, 2023   |  |                       |
| 6  | <a href="#">Building Resilient Infrastructure and Communities</a>   | FEMA                                  | <i>Grant</i>             | To address future risks to natural disasters, including ones involving: wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. Addressing these risks helps make communities more resilient.  | States, local communities, tribes and territories   | opened on Sept. 30, 2022 and closes at 3 p.m. ET on Jan. 27, 2023.  |  |                       |
| 7  | <a href="#">Cultural and Community Resilience</a>   | National Endowment for the Humanities | <i>Grant</i>             | This program supports community-based efforts to mitigate climate change and COVID-19 pandemic impacts, safeguard cultural resources, and foster cultural resilience through identifying, documenting, and/or collecting cultural heritage and community experience.  | Organizations   | January 12th, 2023  |  |                       |
| 8  | <a href="#">Choice Neighborhoods Implementation Grant Program</a>   | HUD                                   | <i>Grant</i>             | To support locally driven strategies that address struggling neighborhoods with severely distressed public housing and/or HUD-assisted housing through a comprehensive approach to neighborhood transformation.   | The lead applicant must be a public housing agency (PHA), a local government, or a tribal entity.                             | Applications must be recieved January 11th, 2023.   |  |                       |
| 9  | <a href="#">Advancing Equity Through Workforce Partnerships</a>   | Department of Energy                  | <i>Grant</i>             | To support the development of workforce programs and partnerships that will facilitate the continued deployment of solar energy technologies, while supporting an inclusive workforce with opportunities for career advancement, including through union membership.  | Academia institutions, non-profit, tribal nations, local governments  | Applications must be recieved December 16th, 2022 at 5:00pm EST. FY2024 TBD   |  |                       |
| 10   | <a href="#">Community Geothermal Heating and Cooling Design and Deployment</a>  | Department of Energy                  | <i>Grant</i>             | To support the formation of community coalitions that will develop, design, and install community geothermal heating and cooling systems that supply at least 25 percent of the overall community heating or heating and cooling demand in communities where current fuel use to heat or heat and cool homes and/or businesses results in increased greenhouse gas emissions. | Local Government, academic institutions, consortia, native american tribe, nonprofit, private sector, state government, other | Applications must be received by 5:00 p.m. ET on October 11, 2022. 2023 dates TBD   |  |                       |
|  | <a href="#">Green Streets, Green Jobs, Green Towns (G3)</a>   | Chesapeake Bay Trust                  | <i>Grant</i>             | To support design projects, financing strategies, and/or implementation of green  | Local governments such as   | March 8th, 2023 at 4pm EST. FY2024  |  |                       |
| <div><div>◀ ▶ ...</div><div>1. Tier-1-State</div><div>2. Tier-1-State-Transportation</div><div>3. Tier-1-State-Resiliency</div><div>4. Tier-2-Federal</div><div>5. Tier-2-Federal-Transportation</div><div>6. Tier-2-Federal-Resiliency</div><div>7. Notes</div><div>⊕</div><div>⋮</div><div>◀</div></div> |   |                                       |                          |   |   |   |  |                       |



# Competitive Funding

| A  |   |
|--|---|
| 1  | Notes   |
|  | <p>Competitive Funding Opportunities: U.S. Department of Transportation Transit, Federal Highway Administration, Virginia Department of Emergency Management, Department of Housing and Community Development, Virginia Department of Forestry, Department of Energy, Department of Agriculture (<a href="#">link</a>)</p> <p>December 8, 2022</p> <p>This table indicates potential eligibility for activities and projects under Federal and State funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. Rural or small-jurisdictional improvements and resiliency based projects.</p>  |
| 2  |   |
| 3  | <b>Cross-cutting notes</b>  |
|  | <p>This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider Complete Streets and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.</p> |
| 4  |   |
| 5  | <p>See FHWA Bicycle and Pedestrian Planning, Program, and Project Development (Guidance) <a href="https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/135-guide-planning-design-and-operation-pedestrian">https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/135-guide-planning-design-and-operation-pedestrian</a></p>  |
| 6  | <p>Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under STBG and the TA Set-Aside, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TA Set-Aside funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode. <a href="https://www.govinfo.gov/app/details/USCODE-2011-title23/USCODE-2011-title23-chap2-sec217">https://www.govinfo.gov/app/details/USCODE-2011-title23/USCODE-2011-title23-chap2-sec217</a></p>   |
| 7  | <p>Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons. <a href="http://www.apsguide.org/chapter1_aps.cfm">http://www.apsguide.org/chapter1_aps.cfm</a></p>   |
| 8  | <p>Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.<a href="https://www.transportation.gov/grants">https://www.transportation.gov/grants</a></p>  |
| 9  | <p>Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.</p>   |
| 10   | <p>The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. <a href="https://www.transportation.gov/dot-navigator">https://www.transportation.gov/dot-navigator</a></p>   |
| 11   | <p>FHWA’s Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America. <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/using_bil_resources_build_better_america.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/using_bil_resources_build_better_america.cfm</a></p>  |
|   |   |
| <p>◀ ▶ ... 1. Tier-1-State 2. Tier-1-State-Transportation 3. Tier-1-State-Resiliency 4. Tier-2-Federal 5. Tier-2-Federal-Transportation 6. Tier-2-Federal-Resiliency <b>7. Notes</b></p> |   |

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