

Creating Walkable Piedmont Communities

A Resource Guide



Introduction

Towns and counties in the Virginia Piedmont have found success revitalizing downtown main streets, making neighborhood streets safer, and connecting parks, civic and natural amenities with trails. Meanwhile, federal and state agencies have added new programs to assist communities in funding these walking, biking, safety and trails projects. This guidebook grew out of our March 2023 *Creating Walkable Piedmont Communities* workshop that highlighted local examples of wonderful projects, community collaboration, and the funding and technical assistance programs that helped empower the efforts. It is intended for local government staff, community stakeholders, and residents interested in getting their projects off the ground, addressing needs, and creating a local vision.

We wish to thank the [PATH Foundation](#) for their support of the *Creating Piedmont Walkable Communities* guidebook.



PATH FOUNDATION

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1. [Local Project Examples](#)
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1. Local Project Examples

Featured at the March, 2023 [Creating Walkable Piedmont Communities Workshop](#):

Town of Culpeper

[Presentation: Creating a More Walkable Culpeper](#)

- Highlights funding sources used, including: state Highway Safety Improvement Program, Smart Scale, Transportation Alternatives Program, federal Safe Streets for All, and RAISE application.
- Projects included: road diet, sidewalk extension to park, town-wide intersection signalization and crossing improvements, roundabouts, and town-wide safety planning.
- Shows recent project examples, provides other walkability project tools, and shares lessons learned.
- *Contact: Joe Costello, Town Planner, jcostello@culpeperva.gov, 540-229-8924*

Town of Gordonsville

[Presentation: Gordonsville Park Network](#)

- Tells the story of the town's interconnecting parks, sidewalk and streetscape projects.
- Projects included: downtown streetscape, parkland acquisitions and facilities, and safe routes to school.
- Funding sources: streetscape improvements – Transportation Alternatives (formerly “Transportation Enhancements”, includes Safe Routes to School); parkland and improvements – Land and Water Conservation Fund, Virginia Preservation Trust Fund.
- Details partnerships and resources.

[Town to Trail initiative](#)

- *Contacts: Debbie Kendall, Town Manager, dkendall@gordonsville.org, 540-832-2233 | Peter Hujik, The Piedmont Environmental Council, phujik@pecva.org, 540-395-2911*

Town of Hillsboro

[ReThink9: Transforming the Historic Infrastructure of the Town of Hillsboro](#)

- Shows how a very small community was able to leverage significant funding from a range of sources for multiple projects, including the transformation of its main artery into a walkable street supporting small businesses and the town's historic character.
- Projects included: streetscape, traffic calming, pedestrian improvements, trail connections, fiber optic cable, stormwater, and water and wastewater upgrades.
- Funding sources: Northern VA Transportation Authority, Loudoun County, Transportation Alternatives, and other federal grants
- Shares lessons learned on the community's process, project management, and collaboration with transportation agencies.

[Washington Post July 2021 article](#)

- *Contact: Mayor Roger Vance, mayorvance@hillsborova.gov*

2. Key Sources for Funding

2.1 Overview of VDOT Administered Programs

VDOT presentation (featured at the March, 2023 Creating Walkable Piedmont Communities Workshop)


[Funding Opportunities for Walkable Communities In Virginia](#)

- Summarizes relevant federal and state funding programs for local communities
- Special focus on Transportation Alternatives Program (TAP)
- Provides VDOT contacts for TAP, general federal funding programs, Federal Lands Access Program, Byways programs, and local residencies (also included at the end of the guidebook)

VDOT “Menu” of Local Funding Programs

Federal


State



Specials
Updated August 2022

Main Courses
(Federal Funding Programs)

<p>SMART SCALE Projects related to improvements to safety, congestion reduction, accessibility to jobs and businesses, land use, economic development and the environment. Includes High-Priority Projects and District Grant funding.</p>	<p>Biennial app cycle Req. 0% match</p>
<p>Transportation Alternatives (TA) Smaller-scale, non-traditional transportation projects; includes on-road and off-road facilities/accommodations for pedestrians, bicyclists and other non-motorized forms of transportation, includes Safe Routes to School.</p>	<p>Biennial app cycle Approx. \$1M/year/district Req. 20% Match</p>
<p>Highway Safety Improvement Program (HSIP) Bike/Pedestrian Safety Program, Systemic roadway safety improvements; could include pedestrian improvements at intersections flashing yellow arrows, road diets, etc.</p>	<p>Annual app cycle Approx. \$18M/yr/statewide Req. 0% match</p>
<p>Regional Surface Transportation Program (RSTP) Urbanized areas > 200k population; apply through the Transportation Planning Organization for surface transportation projects; must be federally obligated w/in 12 months of allocation & expended w/in 36 months of obligation.</p>	<p>Biennial app cycle Approx. \$6M/year/RVTPO Req. 0% match</p>
<p>Federal Lands Access Program (FLAP) Improvements to transportation facilities that provide access to, are adjacent to, or are located within Federal lands.</p>	<p>\$8.7M/FY23-26 statewide Req. 0% match</p>
<p>Appalachian Regional Commission (ARC) Provides adequate access to qualifying establishments in the Appalachian Region to better link the region's businesses, communities and residents to the Appalachian Development Highway System (ADHS) and to other key parts of the region's transportation network.</p>	<p>\$2M/yr/statewide Req. 0% match</p>
<p>State of Good Repair (SGR) Primary Extension For pavement overlay, rehabilitation, or reconstruction of Primary Route Extensions maintained by municipalities with a combined condition index (CCI) of <60. Must be advertised for construction w/in 12 months of allocation.</p>	<p>Annual app cycle \$1.5M/locality/yr Req. 0% match</p>
<p>State of Good Repair (SGR) Local Bridges For structurally deficient bridges owned/maintained by the locality.</p>	<p>Annual app cycle Req. 0% match</p>



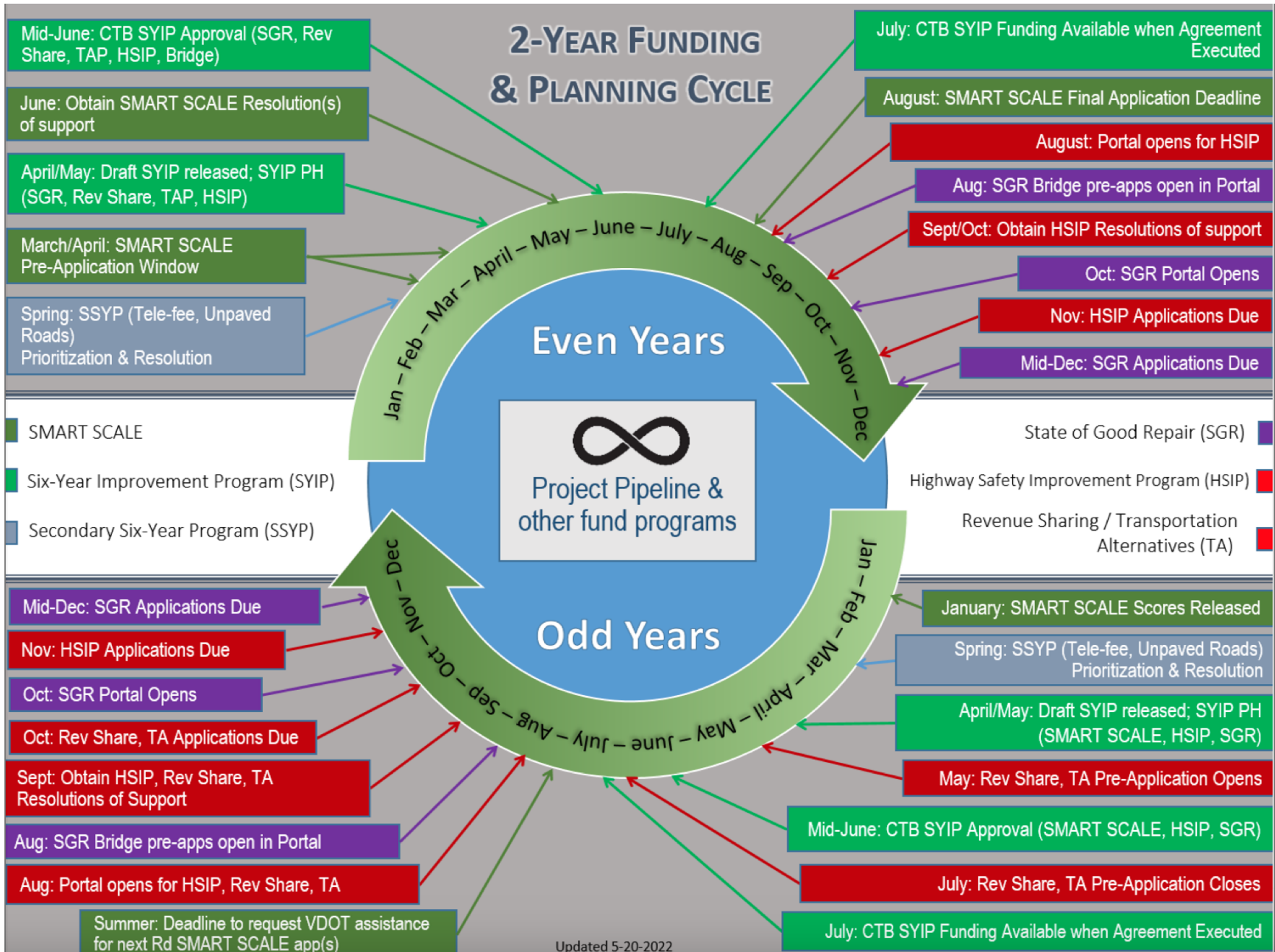
Specials
Updated August 2022

Main Courses
(State Funding Programs)

<p>Revenue Sharing Provides additional funding for use by a county, city, or town to construct or improve the highway systems; can include construction, reconstruction, improvement or maintenance projects.</p>	<p>Biennial app cycle \$100M/yr/statewide Limit of \$2M/yr & \$200k/project Req. 50% Match</p>
<p>Economic Development Access (EDA) To provide adequate access, in consideration of the type and volume of traffic anticipated to be generated by the subject site to qualifying development sites; may require the construction of a new roadway, improvement of an existing roadway, or both.</p>	<p>Rolling, open apps \$700k unmatched + \$200k matched/project/locality/yr Design only: \$20k unmatched + \$20k matched/project/locality/yr</p>
<p>Recreational Access Program Construction/improvements to publicly developed recreational areas or historic sites operated by a state agency, a locality, or a local authority. Requires coordination with DCR or DHR. Funding levels dependent on owner/operations status.</p>	<p>Rolling, open apps State Road - \$400k Local Road - \$250k unmatched + \$200k matched State Bikeway - \$75k Local Bikeway - \$60k unmatched + \$15k matched</p>
<p>Airport Access Program To improve access to an existing public-use airport or to establish adequate access to a new public-use airport licensed by the Virginia Dept. of Aviation (DOAV).</p>	<p>Rolling, open apps \$500k unmatched + \$200k matched/project/airport/yr</p>

[Click to enlarge](#)

VDOT Annual Funding Application and Award Cycles



Source: Virginia Department of Transportation (2022)

2.2 Relevant VDOT Administered Programs

Transportation Alternatives Program (TAP)

- **Overview:**
 - Traditionally, the main program cited for funding ped, bike, trails, etc. projects; however, there is flexibility to use many other sources as well
 - Federal program administered by VDOT and Metropolitan Planning Organizations (MPOs)
 - Alternating years application periods (2023, 2025, etc.)
- **Types of projects funded:** Variety of generally smaller-scale projects, including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **Who can apply:** Local governments, and qualified community organizations
- **Project administration:** VDOT can administer projects on behalf of small municipalities
- **Award amounts and conditions:** 20% local match
- **Technical assistance:** VDOT “Ready, Set, Go” program for small municipalities
 - Fall 2023 application period open through November 17, 2023 deadline
- **Application period:**
 - Every two years, odd years (2023, 2025, etc.)
 - Smart Portal opens: mid-May
 - TA pre-application due: no later than July 1
 - TA pre-application validation complete: mid-August
 - TA full application due: no later than October 1
- **Website:** <https://www.virginiadot.org/business/prehancegrants.asp>
 - [TAP overview presentation. March 2023](#)

Highway Safety Improvement Program (HSIP)

- **Overview:**
 - Provides funding for a wide variety of safety projects on any public road or publicly owned bicycle or pedestrian pathway or trail
 - Federal program administered by VDOT and MPOs
- **Types of projects funded:** HSIP funds can be used for any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects must be consistent with the state’s safety plan, address an identified safety problem based on past data, and meet other requirements. The Bipartisan Infrastructure Law added other eligible types of pedestrian and bicycle safety improvements:

- Intersection safety improvements that provide for the safety of all road users, as appropriate, including multimodal roundabouts
- Railway-highway grade crossing safety features
- Features, measures, and road designs to calm traffic and reduce vehicle speeds
- Traffic control devices for pedestrians and bicyclists
- Roadway improvements that provide separation between motor vehicles and bicyclists, including medians, pedestrian crossing islands, protected bike lanes, and protected intersection features
- Pedestrian security features designed to slow or stop a motor vehicle
- **Who can apply:** Localities are eligible
- **Application period:** Annual cycle. Application portal opens in August, with final applications due by the end of October
- **Website:** https://www.virginiadot.org/business/tes_app_pro.asp

Recreational Access Program

- **Overview:** Assists localities in providing access to public recreational or historic areas owned by the Commonwealth of Virginia or a local government. Federal program administered by VDOT and MPOs.
- **Types of projects funded:** Construction, reconstruction, maintenance and improvement of roads and bikeways are eligible for Recreational Access funding. A road or bikeway constructed with Recreational Access funds must serve a publicly developed recreational area or historic site operated by a state agency, a locality, or a local authority (not a federal facility). No access road or bikeway may be constructed, reconstructed, maintained or improved on privately owned property.
- **Who can apply:** governing body of the county, city or town in which the access road or bikeway project is to be constructed
- **Award amounts and conditions:** Up to \$250K to \$400K for access roads and \$65K to \$75K for bikeways, with additional \$15K available with matching funds
- **Application period:** Considered on a first-come, first-served basis each year
- **Website:** <https://virginiadot.org/business/local-assistance-access-programs.asp>

Smart Scale

- **Overview:**
 - Funds variety of project types
 - Competitive score-based prioritization
 - Application period on alternating even years (2024, 2026, etc.)
 - Program criteria are under review by the Commonwealth Transportation Board and may change by next year
- **Types of projects funded:**
 - Includes bicycle and pedestrian improvements, in addition to highway, transit and travel demand management
 - Excludes stand-alone studies, asset management, and systemwide improvements

- **Who can apply:** Counties and cities, towns that maintain their own infrastructure and qualify to receive payments pursuant to §33.2-319, regional entities like MPOs and Planning District Commissions (PDCs), and transit agencies that receive state operating assistance from the Mass Transit Trust Fund as established in § 58.1-638(A)(4)(b)(2) of the Code of Virginia.
- **Award amounts and conditions:** Vary, depend on scoring
- **Technical Assistance:** <https://smartscale.org/apply/default.asp>
- **Application period:** Even years (2024, 2026, etc.), March/April pre-application
- **Website:** <http://www.smartscale.org/>

Open-Space Lands Preservation Trust Fund

- **Overview:** Provides grants for acquisitions, easements, rights of way, and other methods of protecting open space for trails, recreation, parks, and other purposes. Administered by the Virginia Outdoors Foundation (VOF).
- **Types of projects funded:** Provide new or expanded public access to open space, such as parks, preserves, trails, greenways, outdoor classrooms, beaches, and boat launches, as well as projects that protect exceptional natural and cultural resources for the benefit of the Commonwealth. Proposals may be submitted for both public and private lands. Acquisitions, easements, rights of way, and other methods of protecting open space for farming, forestry, recreation, wildlife, water quality, and more. In most cases, a right, privilege, or interest in real estate must be conveyed to either VOF or a locality.
- **Who can apply:** Preservation Trust Fund grants may be awarded to any person, organization, or locality with a real estate interest to convey on either public or private land
- **Award amounts and conditions:** Grant awards have averaged \$150,000 per project. However, there is no absolute cap and exceptional projects as well as those with substantiated need have been funded at higher amounts. Applicants are encouraged to request the amount of funding that would allow the project to be fully implemented. Partial funding is possible.
- **Technical Assistance:** Sample application and materials provided on website
- **Application period:** Annual grant rounds (2023 round open through early August)
- **Website:** <https://www.vof.org/protect/grants/ptf/>

Virginia Recreational Trails Programs

- **Overview:** Federal 80-20 matching reimbursement program for building and rehabilitating trails and trail-related facilities
- **Types of projects funded:**
 - Construction of new recreational trails (with certain limitations for trails on federal lands);
 - Development of trail linkages;
 - Lease of recreational trail construction equipment;

- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
- Maintenance and restoration of existing recreational trails;
- Development and rehabilitation of trailside and trailhead facilities and/or amenities;
- Provision of features that facilitate access and use of trails by persons with disabilities;
- Lease of recreational trail maintenance equipment; and
- Assessment of trail conditions for accessibility and maintenance.

Note that in the 2023 grant cycle, new trail construction, development and acquisition activities were not eligible, but DCR anticipates these will be eligible again in 2024.

- **Who can apply:**
 - Municipalities (cities, towns, counties, etc.);
 - Tribes;
 - State agencies (Dept. of Forestry, Wildlife Resources, etc.);
 - Federal government agencies (combined total of RTP funds and matching federal agency funds cannot exceed 95% of project cost in certain circumstances);
 - Other government entities (regional park authorities, etc.);
 - Non-profit organizations (requires letters of support from landowner, if property not owned by applicant, and from local government body).
- **Award amounts and conditions:** \$25,000 to \$250,000; up to \$435,000 for motorized projects category
- **Technical Assistance:** Sample application and materials provided on website
- **Application period:** Annual, opens in March with May application deadline
- **Websites:** <https://www.dcr.virginia.gov/recreational-planning/trailfund>
 - <https://www.americantrails.org/rtp-about>

2.3 Programs Available in Select Virginia Jurisdictions

Congestion Mitigation and Air Quality (CMAQ)

- **Overview:** Funds transportation projects and programs that help areas meet federal air quality standards. Only applies in specific air quality nonattainment or maintenance areas, which are generally within Virginia’s metropolitan areas, e.g., Northern Virginia, Fredericksburg area, greater Richmond and Petersburg, and Hampton Roads.
- **Types of projects funded:** Includes bicycle and pedestrian facilities/programs, as well as transit improvements, travel demand management, alternative fuels and vehicles, and other types of projects and programs. Projects located in ozone, carbon monoxide (CO), and particulate matter (PM) nonattainment and maintenance areas, including former areas.

- **Who can apply:** State DOT distributes CMAQ funds. CMAQ projects must come from a State Transportation Improvement Plan (STIP) or a Transportation Improvement Program (TIP).
- **Award amounts and conditions:** Federal share for most CMAQ-eligible projects is 80%, but certain safety projects may have a federal share of 100%.
- **Application period:** Annual basis dictated by the MPO
- **Websites:**
 - https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/fhwa_cmaq-esentials-brochure.pdf
 - https://bikeleague.org/sites/default/files/lab_cmaq.pdf

Northern Virginia Transportation Authority (NVTa) Regional and Local Funding Programs

- **Overview:** NVTa funds a range of transportation projects in Northern Virginia jurisdictions, with both locally directed funds and 6-year program discretionary funds. Jurisdictions include: Loudoun, Prince William, Fairfax, and Arlington counties; Cities of Alexandria, Falls Church, and Fairfax; and towns in Northern Virginia.
- **Types of projects funded:** Includes bicycle and pedestrian facilities, complete streets projects, local street connectivity, transit and rail improvements, and road projects. Application must describe congestion reduction benefit.
- **Who can apply:** Local government NVTa member jurisdictions
- **Award amounts and conditions:** 6-Year Program funding awards vary in amounts, typically in the range of \$1M to \$100M. For locally-directed funds (referred to as “30% local revenues”), counties are required to work cooperatively with towns (with populations greater than 3,500) to ensure the towns receive their respective share of the funds.
- **Application period:** Regional discretionary funds are generally on a 2-year funding cycle, with application period May to July in odd years. Locally-directed funds (referred to as “30% local revenues”) are distributed periodically to cities and counties, and then localities decide on programming.
- **Websites:** [FY2024-2029 Six Year Program](#)
 - [30% Local Projects](#)

2.4 Federally Administered Programs

Safe Streets and Roads For All (SS4A) Grant Program

- **Overview:**
 - Funds safety plans and projects
 - Relatively new federal program
 - Latest round application period closed on July 10, 2023
- **Types of projects funded:**

- **Planning and Demonstration Grants** provide federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.
- **Implementation Grants** provide federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. The Department encourages including demonstration activities in an application.
- **Who can apply:** Counties, cities, towns, transit agencies, MPOs, and federally recognized Tribal governments
- **Award amounts and conditions:**
 - Planning and Demonstration Grants – award amounts will be based on estimated costs, with an expected minimum of \$100,000 and an expected maximum of \$10,000,000 for all applicants
 - Implementation Grants – USDOT expects the minimum award will be \$2,500,000 and the maximum award will be \$25,000,000
- **Application period:** The FY24 Notice of Funding Opportunity (NOFO) for SS4A is expected to open in Spring 2024
- **Website:** <https://www.transportation.gov/grants/SS4A>

Green Streets, Green Jobs, Green Towns (G3)

- **Overview:**
 - Funds green infrastructure, including ped, bike and streetscape elements
 - Chesapeake Bay watershed program funded by USEPA Region III, West Virginia Department of Environmental Protection, and Chesapeake Bay Trust
- **Types of projects funded:**
 - Design and implementation of green streets, community greening, and urban tree canopy projects that enhance livability in cities and communities, in addition to white papers that address these topics
 - A “green street” is a technique that can include several green infrastructure practices – such as street trees, rain gardens, pervious pavement, bioretention cells, and bioswales – in one location that is centered around and connected to a street site. The green street often includes other elements such as energy-efficient lighting, increased walkability or bikeability, slowed traffic around stormwater practices for quality of life purposes, reduction of the urban heat effect, and similar co-benefits that all increase a community’s livability.

- **Who can apply:**
 - Local governments such as municipalities, non-profit organizations, neighborhood/community associations, and other nonprofit entities
 - Chesapeake Bay watershed local government areas
- **Award amounts and conditions:** See below amounts. Match is encouraged but not required.
 - Track 1: Conceptual Plans for Green Streets/Green Infrastructure Projects (generally less than \$15,000)
 - Track 2: Engineered Designs for Green Streets/Green Infrastructure Projects (generally less than \$30,000)
 - Track 3: Implementation/Construction of Green Streets/Green Infrastructure Projects (generally less than \$150,000)
 - Track 4: Community Greening (generally less than \$50,000)
 - Track 5: White Papers (generally less than \$20,000)
 - Track 6: Green Street Charrette/Technical Planning Assistance
- **Technical assistance:** Chesapeake Bay Foundation grant program website (below) has materials to assist communities interested in applying.
- **Application period:**
 - End of November RFP released
 - December information session
 - Early March application deadline
- **Website:** <https://cbtrust.org/grants/green-streets-green-jobs-green-towns/>

Federal Lands Access Program (FLAP)

- **Overview:** Improves transportation facilities that provide access to, are adjacent to, or are located within federal lands
- **Types of projects funded:** Improvements to public roads, transit systems, and other transportation facilities, with an emphasis on the improvement of access to federally owned high-use recreation sites and federal economic generators. Includes: capital improvements, enhancements, surface preservation, transit, planning, research and safety.
- **Who can apply:** State, county, Tribal, or city government agencies that own or maintain the transportation facility. FLAP program applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating that the application is being submitted on their behalf
- **Project administration:** Options for Eastern Federal Lands Highway Division, State DOT or approved Local Public Agency to manage project
- **Award amounts and conditions:** Local matching funds no longer required. Virginia project awards in the last cycle included 10 projects awarded a total of \$10.55 million.
- **Technical Assistance:** See VDOT Local Assistance website below
- **Application period:**
 - To be announced, likely not until 2024 or 2025

- FY23-26 cycle call-for-projects concluded May 2022, and [project awards announced](#)
- **Websites:**
 - <https://www.virginiadot.org/business/local-assistance-special-federal-programs.asp>
 - <https://highways.dot.gov/federal-lands/programs-access>
 - <https://highways.dot.gov/federal-lands/programs-access/va>

Active Transportation Infrastructure Investment Program (ATIIP)

- **Overview:** New federal grant program created by Bipartisan Infrastructure Law that is launching soon. Provides grants to help communities develop plans and implement projects for active transportation, with emphasis on networks connecting destinations or connections between communities.
- **Types of projects funded:**
 - *Planning and Design grants* – for developing plans for active transportation networks and active transportation spines. Applicant must have planning and design costs of at least \$100,000 to be eligible.
 - *Construction grants* – to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least \$15 million to be eligible.
 - *Active transportation “networks”* – facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas.
 - *Active transportation “spines”* – facilities that connect between communities, metropolitan regions, or States.
 - *Factors that will be considered* –
 - Emphasis on creating an active transportation network connecting destinations within or between communities
 - Other supportive policies and programs for walking and bicycling
 - Matching funds, land or other in-kind contributions
 - How grant addresses disparities in safety or access to jobs and services
- **Who can apply:** Local governments, regional governmental organizations (including MPOs and regional planning organizations or councils), multi-county special districts, states or groups of states, and Tribes.
- **Award amounts and conditions:** to be announced in Fall 2023 notice of funding opportunity (NOFO). Note, under types of projects above, the minimum total planning or project needs that must be demonstrated.
- **Application period:** to be announced; NOFO anticipated Fall 2023.
- **Website:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

2.5 Other Federal Programs

These federal programs, while intended for special purpose initiatives, can be used for related pedestrian, bicycle, trails, complete street, and safety needs:

- [PROTECT](#) – formula and discretionary funding for improving the resilience of highway, transit, intercity rail, and port facilities to climate change and natural disasters. Local, state, and Tribal governments and other specified entities like MPOs eligible to apply.
- [RAISE](#) – Competitive grant program intended to help project sponsors at the state and local levels obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs. Local, state, and Tribal governments and other specified entities, including multi-jurisdictional groups, are eligible to apply.
- [Reconnecting Communities and Neighborhoods](#) – Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities (e.g., railroads) that create barriers to community connectivity, including to mobility, access, or economic development. Local, state, Tribal governments, MPOs, and nonprofits are eligible to apply.

2.6 Private Programs

T-Mobile Hometown Grants

- **Overview:** Funds small projects in small towns
- **Types of projects funded:** Projects to build, rebuild, or refresh community spaces that help foster local connections. Projects should be shovel-ready, physical builds or improvements that can be completed within 12 months of receiving Hometown Grants funding. Examples of eligible projects include but are not limited to: adaptive uses of older and historic buildings into community gathering spaces, improvements to outdoor parks or trails, and technology projects for the public library.
- **Who can apply:** Elected officials, town managers/employees, Tribal leaders, or nonprofit community leaders from small towns with population less than 50,000
- **Award amounts and conditions:** Up to \$50,000 for shovel-ready projects. Cannot be used for engineering and architectural plans or fees, salaries or annual operating expenses, or reimbursement for projects that are already completed.
- **Application period:** rolling, quarterly cycles:
 - Spring: Applications open January–March
 - Summer: Applications open April–June
 - Fall: Applications open July–September
 - Winter: Applications open October–December
- **Website:** <https://www.t-mobile.com/brand/hometown-grants>

America Walks Community Change Grants

- **Overview:** \$1,500 grants for educational activities and promotional projects
 - Increase physical activity and active transportation in a specific community
 - Work to cross-engage people and organizations newer to the efforts of walking and moving and walkability
 - Demonstrate a culture of racial equity and inclusive health and design
 - Support and cultivate connected, active, and deeply engaged communities
- **Who can apply:** Public agencies and community organizations
- **Application period:** August-October (varies)
- **Website:** <https://americawalks.org/programs/community-change-grants/>

3. Technical Assistance & Training

VDOT Local Assistance Division

- Provides technical assistance contacts in various program areas, including help applying for grant programs and project development assistance
- Annual Local Programs Workshop in September ([info](#))
 - 2023 program [agenda & presentation links](#)
- Webinars – recordings: <https://www.virginiadot.org/business/local-assistance-lpt.asp>

Virginia Walkability Action Institute (VWAI)

- Includes in-person and distance learning modules, on-going technical assistance, and special project funding
- Sponsored by the Virginia Department of Health (VDH), in collaboration with the Centers for Disease Control and Prevention’s (CDC) Preventive Health and Health Services Block Grant (PHHS)
- Application period: Fall (sign up on website for news and updates)
- <https://virginiapaths.org/virginia-walkability-action-institute/>

America Walks Walking College

- The Walking College offers participants an opportunity to hone their skills and knowledge around creating vibrant, safe, accessible communities for all. Paired with experienced advocates, fellows learn about the historical underpinnings of the car-centric transportation landscape, the basics of design and policy of non-motorized transportation, and develop essential leadership skills.
- Application period: February
- <https://americawalks.org/programs/walking-college/>

SGA Active People, Healthy Nation Champions Institute

- CDC/Smart Growth America,
- Next application period TBD
- <https://smartgrowthamerica.org/tag/champions-institute/>

USDOT Rural and Tribal Assistance Pilot Program

- Funds local government transportation advisory or staff resources in rural communities to help develop projects that can be funded through USDOT programs
- New program
- Awards \$150,000 up to \$360,000
- No local match requirement
- Application period August to September 2023. Timing of next round of funding is TBD.
- <https://www.transportation.gov/buildamerica/RuralandTribalGrants>

Safe Routes to School Partnership

- Provides [coaching & assistance](#), [consulting](#)

Safe Routes to Parks

- Provides [consulting](#)

Local Infrastructure Hub Grant Application Bootcamp

- National League of Cities and the Local Infrastructure Hub offer 3-4 month [training bootcamps](#) for local governments with 150,000 or fewer residents
- Covers range of both transportation and other infrastructure (e.g., broadband, water, community forestry)
- Also provides [resources page](#) with available materials
- Article in *Governing* on program, including successful community examples: [“Infrastructure Bootcamp Program Helping Small Cities & Towns Win Grants”](#)

4. Information Resources

Complete Streets, Road Design

- [FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#) – Federal Highway Administration 2016 guidebook on complete streets and other designs to improve safety and comfort for all road users, with successful case studies.
- [Complete Streets Implementation](#) – presentation by Alia Anderson, Director of Planning, North America, Toole Design Group, at March 2023 Walkable Piedmont Communities workshop.
- [Complete Streets Champions Corner](#) – resources and training for local communities.
- [Urban Street Design Guide - National Association of City Transportation Officials](#) – designs options for streets and related facilities for pedestrians, bicyclists and transit.

Downtowns / Main Streets

- [Main Street America](#) – national organization that supports revitalization of older and historic commercial centers.

Federal Grants

- [USDOT Grants Navigator](#) – provides information on how to apply for federal grants, how to determine disadvantaged community status, local match requirements, etc.

Health

- [Virginia Prioritizing Active Transportation, Health and Safety \(PATHS\)](#) – provides tools for demonstrating the health benefits of active transportation improvements, with special focus on Virginia programs and case studies.
- [CDC Active People, Healthy Nation – Tools for Action](#) – provides toolkits for advocates in different professional fields to support initiatives in their communities (e.g., educators, health care, sports and fitness, arts and culture, media, and other professionals).

Parks

- [Safe Routes to Parks](#) – a program of the Safe Routes Partnership, it provides planning and information tools to communities that want to improve safe walking and biking access to their parks.

Pedestrians, Walking, Biking

- [America Walks](#) – national advocacy and local technical support organization, with resources, case studies, training and grant programs for local communities.

- [FHWA Bicycle and Pedestrian Program](#) – Federal Highway Administration’s resource page for federal funding opportunities, guidance, and publications.
- [USDOT Pedestrian & Bicycle Information Center](#) – a clearinghouse of facts & figures, technical resources, training opportunities, and local examples on range of topics.

Rural Resources

- [Active Roadmap: Best Practices in Rural Mobility](#) – report by Smart Growth America that highlights non-traditional approaches that provide for rural economic needs while improving walkability, livability, safety and travel options.
- [USDOT Rural Opportunities to Use Transportation for Economic Success \(ROUTES\)](#) – hub for resources on federal rural transportation assistance.

Safety

- [Vision Zero Network](#) – national advocacy and education organization that provides resources to local communities.
- [NACTO Vision Zero & Safety](#) – National Association of City Transportation Officials resources, including guidebook for setting speed limits and various design manuals.

Schools

- [Safe Routes to School](#) – initiative of the Safe Routes Partnership national nonprofit to help local communities make it safe, convenient, and fun for children to walk and bicycle to and from schools; resources for local advocates and governments.
- [Virginia Safe Routes Report Card 2022 \(understanding the scorecards & grading\)](#) – the Safe Routes Partnership evaluates state-level policy and areas for improvement.

Supportive Community Planning

- Piedmont Environmental Council programs and projects in Virginia Piedmont communities, including [Transportation Solutions](#) and [Strong Communities](#).
- [Smart Growth America](#) – national organization that provides educational and analysis resources on the connection of active transportation and safer streets to community land use planning and transportation policies.

Trails

- [American Trails](#) – national advocacy organization with resources for local communities seeking to improve and build more trails.
- [Rails-to-Trails Conservancy](#) – national organization that advocates for trails, walking and biking facilities with a focus on converting unused rail corridors; they provide resources and assistance to local communities.

5. Contacts

VDOT Programs

Transportation Alternatives Program (TAP)

- For all existing TAP projects and potential TAP applications, VDOT District Staff are the first point of contact.
- Refer to the [contact list on VDOT's TAP page](#).

Safe Routes to School (SRTS)

- Kathy Graham, SRTS Coordinator, katherine.graham@vdot.virginia.gov
- [VDOT SRTS webpage](#)

Federal Lands Access Program (FLAP)

- Jay Lindsey, FLAP Manager, jay.lindsey@vdot.virginia.gov
- [VDOT FLAP webpage](#)

Federal Programs (general), Local Assistance Division

- Brittany Voll, Federal Programs Manager, brittany.voll@vdot.virginia.gov, 804-786-8918
- [VDOT Local Assistance webpage](#)

Byways Program

- Synthia Waymack, Byway Manager, synthia.waymack@vdot.virginia.gov, 804-786-2586
- [VDOT Byways Program webpage](#)

Trails Program

- Torsha Bhattacharya, Program Manager, State Trails Office, torsha.bhattacharya@vdot.virginia.gov, 804-786-4643
- [State Trails Office webpage](#)

VDOT Local Contacts, Culpeper District Residencies

- *Warrenton* – Culpeper, Fauquier, and Rappahannock counties: 540-347-6441
- *Louisa* – Louisa, Fluvanna, and Orange counties: 540-967-3710
- *Charlottesville* – Albemarle, Greene, and Madison counties: 434-293-0011

Rappahannock-Rapidan Regional Commission

- Jennifer Little, Regional Planner, jlittle@rrregion.org, 540-829-7450, ext. 19
- Michelle Edwards, Environmental Programs Manager, medwards@rrregion.org, 540-829-7450, ext. 17
- [RRRC webpage \(home\)](#); [transportation planning webpage](#)

The Piedmont Environmental Council

- See up-to-date staff contacts for Albemarle, Clarke, Culpeper, Fauquier, Greene, Loudoun, Madison, and Orange counties as well as the City of Charlottesville, under “Land Use & Policy”, and for Rappahannock County under “Land Conservation” at www.pecva.org/staff.

Coalition for Smarter Growth

- Bill Pugh, Senior Policy Fellow, bill@smartergrowth.net, 202-675-0016
- Sonya Breehey, Northern Virginia Advocacy Manager, sonya@smartergrowth.net, 202-431-2924
- [Safe Streets for Biking and Walking webpage](#)

6. Glossary & Acronyms

Bipartisan Infrastructure Law: Federal transportation and infrastructure legislation passed in 2021 that significantly increased federal funding, created new programs, and increased availability of many existing programs. Also referred to as the Infrastructure Investment and Jobs Act.

CMAQ: Congestion Mitigation and Air Quality funding program

complete street(s): An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. (from [National Complete Streets Coalition/Smart Growth America](#))

FLAP: Federal Lands Access Program

FHWA: Federal Highways Administration, within the United States Department of Transportation

HSIP: Highway Safety Improvement Program

Metropolitan Planning Organization (MPO): The policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. (from the [Federal Transit Administration](#)) In [Virginia](#), there are 15 MPOs covering the state's urbanized areas.

multimodal: The availability of transportation options using different modes (walking, biking, driving, transit, etc.) within a travel corridor or area.

Notice of Funding Opportunity (NOFO): The announcement by a federal or other agency of a grant program, inviting the submission of applications and providing important information such as dates and submittal requirements. (see, for example, [How to Prepare for a USDOT Notice of Funding Opportunity](#) by the firm Inrix)

resilience: The ability to prepare and plan for, absorb, recover from, and more successfully adapt to adverse events. (source: [FHWA](#)) Resilience of transportation infrastructure and systems is often used in the context of increasing extreme weather events due to climate change, such as the new federal [PROTECT](#) funding program.

RFP: request for proposals

road diet: Generally described as "removing some travel lanes from a roadway and utilizing the space for other uses and travel modes." A common type of road diet is conversion of an

undivided four lane roadway to a three-lane undivided roadway made up of two through lanes and a center two-way left-turn lane. The reduction of lanes allows the roadway space to be reallocated for other uses such as bike lanes, pedestrian refuge islands, transit uses, and/or on-street parking. (adapted from FHWA definition, quoting the Institute for Transportation Engineers, in its [informational guide](#))

Safe Routes to School: An initiative that works to make it safe, convenient, and fun for children to walk and bicycle to and from schools. The goal is to get more children walking and bicycling to school, improve kids' safety, and increase health and physical activity. States and local communities may have safe routes to school programs. At the national level, the Safe Routes Partnership is a nonprofit organization that works to advance these initiatives. (see [Safe Routes to School](#))

Smart Scale: A Virginia transportation funding prioritization process for a variety of project types that evaluates project funding applications based on key factors like how the projects would improve safety, reduce congestion, increase accessibility, contribute to economic development, promote efficient land use, and affect the environment. The Commonwealth Transportation Board (CTB) uses the Smart Scale scoring to select projects for a group of funding allocations in the statewide Six-Year Improvement Program. (see <http://www.smartscale.org/default.asp>)

traffic calming: Reducing automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. (from [FHWA Traffic Calming ePrimer](#))

Transportation Alternatives Program (TAP or TA): Federal infrastructure funding program that is administered by states and metropolitan planning organizations. This is an important program for walking and biking projects and other needs. It funds a variety of generally smaller-scale projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation.

USDOT: United States Department of Transportation

VDOT: Virginia Department of Transportation

Vision Zero: A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero acknowledges that many factors contribute to safe mobility — including roadway design, speeds, behaviors, technology, and policies — and sets clear goals to achieve the shared goal of zero fatalities and severe injuries. (excerpted from the [Vision Zero Network](#))