



Sponsor	Program Name	Description of Funding Program	How it Can Assist with Complete Streets	Further Information
		<b>NEW SOURCES</b>		
Connecticut	<b>Lets Go CT!</b>	Local Transportation Capital Improvements Program (LOTCIP) – This existing program is established to support transportation projects in Connecticut's municipalities. For the past two fiscal years, this program has been funded at a \$45 million dollar annual level. The approved State budget increases the previous amount allocated to this program to \$74 million dollars annually. Pedestrian And Bicycle Improvements in Urban Centers - This new program to be funded at \$10 million per year, is intended to help construct sidewalks and on and off-road bike improvements in the State's urban areas and Town centers making them more walkable, livable, and safe. Program focus will be centered on improving the safety of non-motorized users in areas that have an existing density of non-motorists. Projects that create networks of bicycle/pedestrian mobility and access and support transit last mile connectivity will be emphasized.	LOTCIP funding is administered through the MPO your municipality belongs to. No application details are available at this writing for the Pedestrian And Bicycle Improvements in Urban Centers initiative.	<a href="http://www.ct.gov/dot/lib/dot/documents/dcommunications/lets_go_ct_presentation_20150513.pdf">http://www.ct.gov/dot/lib/dot/documents/dcommunications/lets_go_ct_presentation_20150513.pdf</a>
		<b>USDOT</b>		
FHWA / FTA	<b>Metropolitan Planning (23 USC 104(f))</b>	Transportation planning in urbanized areas in accordance with 23 USC 134 and 49 USC 5303.	Transit, bicycle, and pedestrian planning as part of the metropolitan planning process.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3563.html">http://www.ita.dot.gov/funding/grants/grants_financing_3563.html</a>
FHWA / FTA	<b>Statewide Planning (23 USC 505)</b>	Statewide transportation planning in accordance with 23 USC 135 and 49 USC 5304.	Transit, bicycle and pedestrian planning as part of the statewide planning process.	<a href="http://www.ita.dot.gov/grants.html">http://www.ita.dot.gov/grants.html</a>
FHWA	<b>National Highway System (NHS) (23 USC 103)</b>	Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Construction of pedestrian walkways and bicycle transportation facilities on land adjacent to any highway on the NHS. NHS funds may also be used to fund transit improvements in NHS corridors	<a href="http://www.fhwa.dot.gov/planning/national_highway_system/">http://www.fhwa.dot.gov/planning/national_highway_system/</a>
FHWA	<b>Surface Transportation Program (STP) (23 USC 133)</b>	Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes. The Surface Transportation Program (STP) (23 U.S.C. 133) provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.	Construction of pedestrian walkways and bicycle transportation facilities; nonconstruction projects for safe bicycle use; modify public sidewalks to comply with the Americans with Disabilities Act. Projects do not have to be within the right-of-way of a Federal-aid highway.	<a href="https://www.fhwa.dot.gov/map21/factsheets/stp.cfm">https://www.fhwa.dot.gov/map21/factsheets/stp.cfm</a>
FHWA	<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 USC 149)</b>	Funds projects in nonattainment and maintenance areas that reduce transportation related emissions.... – The CMAQ program has the objective of improving the Nation's air quality and managing traffic congestion. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air quality standards. Eligible activities under CMAQ include transit system capital expansion and improvements that are projected to realize an increase in ridership; travel demand management strategies and shared ride services; pedestrian and bicycle facilities and promotional activities that encourage bicycle commuting. Programs and projects are funded in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) that reduce transportation-related emissions. Funds are apportioned to States based on a formula that considers the severity of their air quality problems	Capital and Operating funds for new transit service. Construction of pedestrian walkways and bicycle transportation facilities; nonconstruction projects for safe bicycle use. Projects do not have to be within the right-of-way of a Federal-aid highway, but must demonstrate an air quality benefit.	<a href="http://www.fhwa.dot.gov/environment/air_quality/cmaq/">http://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>
USDOT	<b>TIGER</b>	The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds of TIGER to fund projects that have a significant impact on the Nation, a region or a metropolitan area. - See more at:	FINAL APPLICATIONS for TIGER 5 WERE DUE June 5, 2015 Funding was available to units of government - including state, tribal and local governments, transit agencies, port authorities, MPOs and multi-jurisdictional entities - for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities. Additional TIGER solicitations are anticipated.	<a href="http://www.transportation.gov/tiger">http://www.transportation.gov/tiger</a>
FHWA	<b>Recreational Trails Program (23 USC 206)</b>	Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	Nonmotorized or mixed use (motorized and nonmotorized) trails. Eligible categories are trail maintenance and rehabilitation, trailside trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety	<a href="http://www.fhwa.dot.gov/environment/recreational_trails/">http://www.fhwa.dot.gov/environment/recreational_trails/</a>
FHWA	<b>National Scenic Byways Program</b>	Grants and technical assistance are provided to states and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, America's Byways, and state scenic or Indian tribe scenic byways and to plan, design, and develop a state or Indian tribe scenic byway program. .	Funds shall be available for an activity related to the planning, design, or development of a state or Indian tribe scenic byway program; development and implementation of a byway corridor management plan; safety improvements to accommodate increased traffic; improvements that enhance access; protection of resources adjacent to the byway; development and implementation of a marketing program; development and provision of tourist infrastructure; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks, and other enhancements for byway travelers	<a href="http://www.fhwa.dot.gov/HEP/byways/index.htm">http://www.fhwa.dot.gov/HEP/byways/index.htm</a>
FHWA	<b>Safe Routes to School (SRTS) (S-LU Sec. 1404)</b>	1. To enable and encourage children, including those with disabilities, to walk and bicycle to school; 2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools	Eligible Infrastructure Projects are planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. Eligible Noninfrastructure activities to encourage walking & bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs	<a href="http://www.fhwa.dot.gov/environment/safe_routes_to_school/">http://www.fhwa.dot.gov/environment/safe_routes_to_school/</a>
FHWA	<b>Highway Bridge Replacement and Rehabilitation (HBRP) (23 USC 144)</b>	Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	Pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost). (23 USC 217(e))	<a href="http://www.fhwa.dot.gov/bridge/hbrp.htm">http://www.fhwa.dot.gov/bridge/hbrp.htm</a>
FHWA	<b>Highway Safety Improvement Program (HSIP) (23 USC 148)</b>	The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	Improvements for pedestrian or bicyclist safety. Construction and yellow-green signs at pedestrian-bicycle crossings and in school zones. Identification of and correction of hazardous locations, sections, and elements (including roadside obstacles, railway-highway crossing needs, and unmarked or poorly marked roads) that constitute a danger to bicyclists and pedestrians. Highway safety improvement projects on publicly owned bicycle or pedestrian pathways or trails.	<a href="http://safety.fhwa.dot.gov/hsip/">http://safety.fhwa.dot.gov/hsip/</a>
FTA	<b>Urbanized Area Formula Grants (49 USC 5307)</b>	Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	Funding can be used for planning, engineering design and evaluation of transit projects, and other technical transportation-related studies. Funding can also be used for capital investments in bus and bus-related activities such as replacement, overhaul, and rebuilding of buses. For urbanized areas with populations of 200,000 or more, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3561.html">http://www.ita.dot.gov/funding/grants/grants_financing_3561.html</a>
FTA	<b>Urbanized Area Formula Grants Transportation Enhancements Set-aside (49 USC 5307(k))</b>	1% setaside of section 5307 funds for areas with population over 200,000 population for 9 specific activities included in the definition of Transit Enhancement Activities in 49 USC 5302(a)(15).	Pedestrian and bicycle access, bicycle storage facilities, and installing equipment to transport bicycles on mass transportation vehicles.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3561.html">http://www.ita.dot.gov/funding/grants/grants_financing_3561.html</a>
FTA	<b>Paul S. Sarbanes Transit in the Parks Discretionary Grant Program</b>	Purpose: To enhance the protection of national parks and public lands and increase the enjoyment of those visiting the parks and public lands. Eligible project areas include any federally owned or managed park, refuge or recreational area open to the general public, including: National Parks, National Wildlife Refuges; Bureau of Land Management recreational areas; Bureau of Reclamation recreational areas; and National Forests. Eligible projects may also include the communities and land surrounding these federal lands.	Program funds may support capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area. Alternative transportation includes transportation by bus, rail, or any other publicly available means of transportation and includes sightseeing service. It also includes non-motorized transportation systems such as pedestrian and bicycle trails. Operating costs, such as fuel and drivers' salaries, are not eligible expenses.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_6106.html">http://www.ita.dot.gov/funding/grants/grants_financing_6106.html</a>
FTA	<b>Job Access and Reverse Commute Program (49 USC 5316)</b>	To provide transportation to connect welfare recipients and low income persons to jobs and employment support services such as child care and training.	Eligible Projects: Capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3550.html">http://www.ita.dot.gov/funding/grants/grants_financing_3550.html</a>
FTA	<b>Major Capital Investments (New Starts &amp; Small Starts) (5309(b)(1))</b>	The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: New fixed guideway systems (New Starts program and Small Starts) New and replacement buses and facilities (Bus and Bus Related Facilities program), and Modernization of existing rail systems (Fixed Guideway Modernization program).  The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. The Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday. The Federal assistance provided or to be provided under Section 5309(e) must be less than \$75 million and the project must have a total capital cost of less than \$250 million, both in year of expenditure dollars	Eligible activities are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a "people mover"), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these. Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3559.html">http://www.ita.dot.gov/funding/grants/grants_financing_3559.html</a>
FTA	<b>Bus and Bus Facilities (5309, 5318)</b>	The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: New and replacement buses and facilities (Bus and Bus Related Equipment and Facilities program). Modernization of existing rail systems (Fixed Guideway Modernization program). New fixed guideway systems (New Starts program and Small Starts).	Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3557.html">http://www.ita.dot.gov/funding/grants/grants_financing_3557.html</a>
FTA	<b>New Freedom Program (5317)</b>	The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_3549.html">http://www.ita.dot.gov/funding/grants/grants_financing_3549.html</a>
FTA	<b>Alternatives Analysis (5339)</b>	The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of Alternatives Analysis:  Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea. Provides ample information to enable the Secretary to make the findings of project justification and local financial commitment. Supports the selection of a locally preferred alternative. Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.	Funds may be used to assist State and local governmental authorities in conducting alternatives analyses when at least one of the alternatives is a new fixed guideway system or an extension to an existing fixed guideway system.	<a href="http://www.ita.dot.gov/funding/grants/grants_financing_7395.html">http://www.ita.dot.gov/funding/grants/grants_financing_7395.html</a>
		<b>HUD</b>		
HUD	<b>CDBG Section 108</b>	Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods.	CDBG funds may be used for activities which include, but are not limited to: Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;	<a href="https://www.hudexchange.info/programs/section-108/">https://www.hudexchange.info/programs/section-108/</a>
HUD/EPA	<b>Sustainable Communities Regional Planning Grant</b>	This year's Regional Planning Grant program encourages grantees to support regional planning efforts that integrate housing, land-use, economic and workforce development, transportation, and infrastructure developments in a manner that empowers regions to consider how all of these factors work together to bring economic competitiveness and revitalization to a community. The program places a priority on partnerships, including the collaboration of arts and culture, philanthropy, and innovative ideas to the regional planning process.	• Category 1 Funds: Can be used to support the preparation of Regional Plans for sustainable development. • Category 2 Funds: Can be used to support efforts to modify existing regional plans so that they are in accordance with the Partnership for Sustainable Communities' six Livability Principles. Category 2 Funds also may be used to prepare more detailed execution plans for an adopted regional plan for sustainable development and limit predevelopment planning activities for catalytic projects.	<a href="http://www.hud.gov/sustainability">http://www.hud.gov/sustainability</a>
HUD/EPA	<b>Community Challenge Planning Grants</b>	The program provides grants to enable communities in fostering reform and reducing barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities such as acquisition of land for affordable housing projects.	Funding for regulations to support community-wide Complete Streets.	<a href="http://www.hud.gov/sustainability">http://www.hud.gov/sustainability</a>



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HUD	Community Development Block Grant (CDBG) - Entitlement Communities Grant & State Administered	The program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.	CDBG funds may be used for activities which include, but are not limited to: Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;	<a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs</a>
HUD	Brownfields Economic Development Initiative (BEDI)	The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that HUD administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination. BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base.	BEDI projects must increase economic opportunity for persons of low-and moderate-income or stimulate and retain businesses and jobs that lead to economic revitalization	<a href="http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm">http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm</a>
<b>EPA</b>				
USEPA	Clean Water Act Section 319 Grants	Under Section 319, states, territories and tribes receive grant money that supports a wide variety of activities including technical assistance, financial assistance, education, training, technology transfer, demonstration projects and monitoring to assess the success of specific nonpoint source implementation projects.	Stormwater, landscaping, and green infrastructure aspects of Complete Streets	<a href="http://www.epa.gov/owow_keep/NPS/cwact.htm">http://www.epa.gov/owow_keep/NPS/cwact.htm</a>
USEPA	Healthy Communities Grant Program	The Healthy Communities Grant Program is EPA New England's main competitive grant program to work directly with communities to reduce environmental risks to protect and improve human health and the quality of life.	May assist with some Planning and green infrastructure	<a href="http://www.epa.gov/region1/eco/uep/hcgp.htm">http://www.epa.gov/region1/eco/uep/hcgp.htm</a>
USEPA	Brownfields Assessment Grant	Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. An eligible entity may apply for up to \$200,000 to assess a site contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and up to \$200,000 to address a site contaminated by petroleum.	Assessment and remedial planning	<a href="http://www.epa.gov/swero/sps/bf/assessment_grants.htm">http://www.epa.gov/swero/sps/bf/assessment_grants.htm</a>
USEPA	Brownfields Cleanup Grant	Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site.	Cleanup (e.g. capping, etc.)	<a href="http://www.epa.gov/swero/sps/bf/cleanup_grants.htm">http://www.epa.gov/swero/sps/bf/cleanup_grants.htm</a>
USEPA	Brownfields Revolving Loan Fund Grants	Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide subgrants to carry out cleanup activities at brownfield sites.	To be used for cleanups of brownfields sites. RI Economic Development Corporation has one of these grants and is always looking for other sites and applicants	<a href="http://www.epa.gov/swero/sps/bf/riflist.htm">http://www.epa.gov/swero/sps/bf/riflist.htm</a>
USEPA	Brownfields Area-Wide Planning Pilot Program	EPA is piloting this area-wide planning approach to community brownfield challenges, which recognizes that revitalization of the area surrounding the brownfield site(s) is critical to the successful reuse of the property as assessment, cleanup, and redevelopment of an individual site. The area-wide planning approach will enhance EPA's core brownfields assistance programs by encouraging continued meaningful involvement in a locally-driven planning process that will result in a strategy for making brownfields site assessment, cleanup and/or redevelopment decisions for the future.	NOTE: 23 communities already selected for this year. May be repeated.	<a href="http://www.epa.gov/swero/sps/bf/areawide_grants.htm">http://www.epa.gov/swero/sps/bf/areawide_grants.htm</a>
<b>OTHER FED GOV'T ORGANIZATIONS</b>				
NEA	Access to Artistic Excellence, "Our Town" Program (National Endowment For the Arts)	Through Our Town, based on the availability of funding, the National Endowment for the Arts will provide a limited number of grants, ranging from \$25,000 to \$250,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. The Arts Endowment plans to support a variety of diverse projects, across the country in urban and rural communities of all sizes. Projects may include planning, design, and arts engagement activities.	Predevelopment, design fees, and community planning are eligible; however, no Arts Endowment or matching funds may be directed to the costs of physical construction or renovation or toward the purchase costs of facilities or land.	<a href="http://arts.gov/">http://arts.gov/</a>
DOI/NPS	Land and Water Conservation Fund (Dep't of the Interior / National Park Service)	For planning, acquisition and development of facilities that provide recreational opportunities.	Recreational bicycle and pedestrian facilities in parks and other outdoor recreation areas	<a href="http://www.nps.gov/lwcf/">http://www.nps.gov/lwcf/</a>
NEFH	America's Historic Places Grants (National Endowment for the Humanities)	As part of the We the People initiative, NEH seeks proposals for public programs that use one or more historic sites to address themes and issues central to American history. Projects may interpret a single historic site, a series of sites, whole neighborhoods, communities or towns, or larger geographical regions. The place taken as a whole must be significant to American history and the project must convey its importance to visitors.	Provides funding for public programs related to the interpretation of historic sites such as driving or walking trails or tours, signs, and publications, that address themes central to American history, (non-construction)	<a href="http://www.neh.gov/grants/guidelines/historicplaces.html">http://www.neh.gov/grants/guidelines/historicplaces.html</a>
<b>STATE / CONNECTICUT</b>				
Connecticut	LOTCIP	Local Transportation Capital Improvements Program	The existing program is established to support transportation projects in Connecticut's municipalities. For the past two fiscal years, this program has been funded at a \$45 million dollar annual level. The approved State budget increases the previous amount allocated to this program to \$74 million dollars annually.	<a href="http://www.ct.gov/dot/lib/dot/documents/dhighways/ign/LOTCIP_guidelines_20131104.pdf">http://www.ct.gov/dot/lib/dot/documents/dhighways/ign/LOTCIP_guidelines_20131104.pdf</a>
Connecticut	LoCIP	Local Capital Improvement Program	The Local Capital Improvement Program distributes funds to municipalities to reimburse the cost of eligible local capital improvement projects such as road, bridge or public building construction activities.	<a href="http://www.ct.gov/OPM/cwp/view.asp?a=2985&amp;q=383108">http://www.ct.gov/OPM/cwp/view.asp?a=2985&amp;q=383108</a>
Connecticut	STEAP	Small Town Economic Assistance Program	The Small Town Economic Assistance Program (CGS Section 4-66g) funds economic development, community conservation and quality-of-life capital projects for localities that are ineligible to receive Urban Action (CGS Section 4-66c) bonds.	<a href="http://www.ct.gov/OPM/cwp/view.asp?a=2965&amp;q=382970&amp;opmNav_GID=1793">http://www.ct.gov/OPM/cwp/view.asp?a=2965&amp;q=382970&amp;opmNav_GID=1793</a>
<b>PRIVATE FOUNDATIONS</b>				
Conservation Fund	American Greenways Program	Provides up to \$2,500 to organizations that are growing our nation's network of greenways, blueways, trails and natural areas. Preference given to non-profit organizations.	Eligible projects could include activities such as green- or blueway or trail mapping, ecological assessments, surveying, conferences, and design; developing brochures, interpretive displays, audio-visual productions or public opinion surveys; building a foot bridge, signage or other physical improvement or addition to a green- or blueway; planning a bike path; and many other creative projects. In general, grants can be used for any appropriate expense needed to complete, expand or improve a greenway including planning, technical assistance, legal and other cost.	<a href="http://www.conservationfund.org/kodak_awards">http://www.conservationfund.org/kodak_awards</a>
Bikes Belong Coalition	Grant Program	These grants are designed to foster and support partnerships between city or county governments, non-profit organizations, and local businesses to improve the environment for bicycling in the community. Grants will primarily fund the construction or expansion of bicycle facilities such as bike lanes, trails, and paths. The grants committee will also consider advocacy projects that promote bicycling as a safe and accessible mode of transportation. In a previous grant cycle, Bikes Belong introduced Community Partnership Grants. These grants fund collaborations between non-profit organizations, businesses, and government entities on bicycle infrastructure or advocacy projects.	Fundable projects include paved bike paths, lanes, and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	<a href="http://www.sustainable.org/living/health-nutrition-a-recreation/903-bikes-belong-grant-program">http://www.sustainable.org/living/health-nutrition-a-recreation/903-bikes-belong-grant-program</a>