

APPENDIX H: FUNDING OPPORTUNITIES



Ref. Number	Program	Agency/Sub-Agency	Applicable Topic	Application Type	Funding Type	Amount 22-23 FY	Relevant Eligibility Criteria/Activities	Local Match Required	Required Coordination/ Partnerships & Roles	Tier	Corridor Application	Notes and Example Projects
1	Florida Resilient Coastlines Program (FRCP)	Florida Department of Environmental Protection (FDEP)	Resiliency	Implementation or Planning	Discretionary	\$300,000 max	Priorities for funding: Peril of Flood Vulnerability Assessments Adaptation/Resiliency Plans Economic Analysis Nature Based Public Outreach	No	State authorities	Tier 1	TBD	https://floridadep.gov/rfp/florida-resilient-coastlines-program
	The Florida Resilient Coastlines Program (FRCP) began funding projects in 2018 with the goal of preparing the state of Florida for the effects of rising sea levels, such as coastal flooding, erosion, and habitat changes. FRCP offers grant funding for both Planning and Implementation projects that further coastal resilience. Within the project types accepted, there are certain priorities that the program and local governments have identified.											
2	Resilient Florida: Regional Resilience Entities	Florida Department of Environmental Protection (FDEP)	Resiliency	Project Specific Application	Discretionary	\$2 million	Provide technical assistance to counties and municipalities; coordinate multijurisdictional vulnerability assessments; and develop project proposals to be submitted for inclusion in the Statewide Flooding and Sea Level Rise Resilience Plan.	No	State authorities	Tier 1	TBD	https://floridadep.gov/ResilientFlorida
	Regional entities established by local governments and whose responsibilities include resilience planning and coordinating solutions to impacts from flooding and sea level rise.											
3	Resilient Florida: Planning Grants	Florida Department of Environmental Protection (FDEP)	Resiliency	Implementation or Planning	Discretionary	\$20 million	Vulnerability assessments; adaptation plans; resilience planning; Peril of Flood compliance; comprehensive plan amendments; and projects, plans and policies that allow communities to prepare for threats from flooding and sea level rise.	Yes	State authorities	Tier 1	TBD	https://floridadep.gov/sites/default/files/Resilient%20Florida%20Grant%20Opportunities%20FINAL_0.pdf
	Counties and municipalities planning grant.											
4	Resilient Florida: Statewide Flooding and Sea Level Rise Resilience Plan	Florida Department of Environmental Protection (FDEP)	Resiliency	Project Specific Application	Discretionary	\$100 million	Implementation projects that address risks of flooding or sea level rise identified in a vulnerability assessment that meet the requirements of Section 380.093(3), F.S.	No	State authorities	Tier 1	TBD	https://floridadep.gov/sites/default/files/Resilient%20Florida%20Grant%20Opportunities%20FINAL_0.pdf
	Counties, municipalities and other eligible entities as identified in Florida statute. Minimum of 50% match unless qualified as a financially disadvantaged small community.											
5	Resilient Florida: Supplemental Resilient Florida Grants	Florida Department of Environmental Protection (FDEP)	Resiliency	Projects that apply for the Planning Grants and Statewide Resilience Plan may be selected and awarded SLFRF	Discretionary	Up to \$200 million in state-directed American Rescue Plan Act Coronavirus State and Local Fiscal Recovery Funds (SLFRF). \$20 million allocated for	Planning projects, pre-construction activities and implementation projects that address risks of flooding or sea level rise.	No	State authorities	Tier 1	TBD	https://floridadep.gov/sites/default/files/Resilient%20Florida%20Grant%20Opportunities%20FINAL_0.pdf
	Counties, municipalities and other eligible entities as identified in Florida statute.											
6	Florida Coastal Management Program - Coastal Partnership Initiative	Florida Department of Environmental Protection (FDEP)	Resiliency	Applications accepted once a year with release to FAR	Discretionary	Varies	Project Focus: Resilient Communities Coastal Resource Stewardship Access to Coastal Resources	Yes	State authorities	Tier 1	TBD	https://floridadep.gov/rfp/fcmp/content/coastal-partnership-initiative
7	Building Resilient Infrastructure and Communities (BRIC) Grant Program	Florida Division of Emergency Management (FDEM) and FEMA	Resiliency	Project Specific Application	Formula	Increases the state/territory allocation subtotal by an additional \$400,000 to \$1 million, which includes an increase to the mitigation planning and planning-related activities per applicant to \$500,000	Incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure Prioritize benefits to disadvantaged communities Mitigate risk to one or more community lifelines Incorporate nature-based solutions Enhance climate resilience and adaptation Increase funding to applicants that facilitate the adoption and enforcement of the latest published editions of building codes	No	Local Emergency Management Agency	Tier 2	TBD	https://portal.floridadisaster.org/mitigation/_layouts/15/WopiFrame.aspx?sourceidoc=18875D348-D67F-4A22-8C92-AF07D95C40EF&file=BRIC%20Scoring%20Criteria%20Template.pdf&action=default
	FEMA provides federal funds for the Building Resilient Infrastructures and Communities (BRIC) grant program to states, local communities, tribes and territories for mitigation activities. BRIC is a FEMA annual hazard mitigation program. Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) authorizes this program.											
8	Hazard Mitigation Grant Program	Florida Division of Emergency Management (FDEM)	Hazard Mitigation	Project Specific Application	Formula	Not Disclosed	A project should entail mitigation measures that possess: The potential for reducing loss of life and property in the disaster area; The potential to solve other social and economic problems through multi-objective planning	No	Local Emergency Management Agency	Tier 2	TBD	https://www.floridadisaster.org/dem/mitigation/hazard-mitigation-grant-program/
9	Pre-Disaster Mitigation Grant Program	Florida Division of Emergency Management (FDEM)	Hazard Mitigation	Implementation and Planning	Formula	Not Disclosed	Eligible mitigation projects include: Property Acquisition and Structure Demolition or Relocation Structure Elevation Mitigation Reconstruction Dry Floodproofing Generators Localized/Non-localized Flood Control Projects Structural Retrofitting and Non-structural Retrofitting of Existing Buildings and Facilities Construction of safe rooms Wind Retrofitting for Family Residences Infrastructure Retrofit Soil Stabilization Wildfire Mitigation Resilient Infrastructure Advance Assistance Hazard Mitigation Planning	No	Local Emergency Management Agency	Tier 2	TBD	https://www.floridadisaster.org/dem/mitigation/pre-disaster-mitigation-grant-program/#:~:text=As%20appropriate%20by%20the%20Consolidated,authorized%20by%20the%20Robert%20T
10	Community Planning Technical Assistance Grants	Florida Department of Economic Opportunity (FDEO)	Economic Development	Implementation and Planning	Formula	Up to \$75,000	Sustainability project portfolio	No	State authorities	Tier 1	TBD	https://floridajobs.org/community-development/programs/community-planning-table-of-contents/technical-assistance/community-planning-technical-assistance-grant

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11	National Highway Performance Program (NHPP)	Federal Highway Administration (FHWA)	Resiliency	Implementation and Planning	Discretionary	Varies	Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS. The terms "Construction" and "Operational improvement" are defined in 23 U.S.C. 101(a). b. Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of bridges on the NHS. c. Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including impact protection measures, security countermeasures, and protection against extreme events) of tunnels on the NHS. d. Inspection and evaluation, as described in 23 U.S.C. 144 as amended by the BIL, of bridges and tunnels on the NHS, and inspection and evaluation of other highway infrastructure assets on the NHS. This includes, but is not limited to, signs, retaining walls, and drainage structures. e. Training of bridge and tunnel inspectors, as described in 23 U.S.C. 144, as amended by the BIL. f. Construction, rehabilitation, or replacement of existing ferry boats and ferry boat facilities, including approaches that connect road segments of the NHS. Eligible ferry approaches are described in 23 U.S.C. 129(b). Eligible ferry boats and facilities are described in 23 U.S.C. 129(c), as amended by the BIL.	No	State authorities	Tier 2	TBD	https://www.fhwa.dot.gov/specialfunding/nhgp/bil_nhgp_implementation_guidance-05_25_22.pdf
	ADDED FOCUS/ELIGIBILITY: Measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, wildfires, and other natural disasters, such as earthquakes and rockslides; State may use up to 15% of funding for such protective features for "off system" roads and bridges.											
12	Surface Transportation Block Program (STP)	Federal Highway Administration (FHWA)	Electrification	Planning, Project, and Construction	Formula	Varies	Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)]; Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];	No	Regional Planning Authorities (MPO/TPO)	Tier 2	TBD	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm
	Most flexible funding for State and local transportation needs; NEW ELIBILITY added for wildlife crossings, protective features to enhance resilience, electric vehicle charging infrastructure, restoration of existing recreational trails, and projects that enhance travel and tourism.											
13	Carbon Reduction Program	Federal Highway Administration (FHWA)	Sustainability	Planning, Design, and Construction	Formula	Varies	a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; a public transportation project eligible under 23 U.S.C. 142; a transportation alternative including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies; deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment; a project to replace street lighting and traffic control devices with energy-efficient alternatives; development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d); a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs; efforts to reduce the environmental and community impacts of freight movement; a project that supports deployment of alternative fuel vehicles, including— acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities; a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit; certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)] a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]	No	Regional Planning Authorities (MPO/TPO)	Tier 1	TBD	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
	NEW PROGRAM to reduce transportation emissions; eligible projects include traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; public transportation; construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists; advanced transportation and congestion management technologies; deployment of infrastructure-based intelligent transportation systems and vehicle to infrastructure communications equipment; replacing street lighting and traffic control devices with energy-efficient alternatives; and development of a Carbon Reduction Strategy; State must consult with MPOs to determine which activities/projects will be carried out.											
14	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	Federal Highway Administration (FHWA)	Resiliency	Planning	Formula	Varies	MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. Federal share is 100%. • MPOs are eligible for resilience improvement grants, which can be used for a wide variety of uses to "enable an existing surface transportation infrastructure asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters." Federal share is 80%. • MPOs are eligible for community resilience and evacuation route grants for projects that will strengthen and protect evacuation routes. Priority given to projects with eligible activities that are cost-effective. Federal share is 80%. • MPOs in coastal states are eligible for at-risk coastal infrastructure grants for "strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure such as culverts and tide gates." Federal share is 80%.	No	Regional Planning Authorities (MPO/TPO)	Tier 1	TBD	https://www.transportation.gov/bipartisan-infrastructure-law/fact-sheet-bipartisan-infrastructure-law-will-deliver-local
	NEW PROGRAM: Bridge replacement, rehabilitation, preservation, protection, and resurfacing; State required to set aside 15% for "off system" bridges; no match required if owned by Borough or City.											
15	Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Road, rail, transit, and port projects that have significant local or regional impact.	U.S. Department of Transportation	Sustainability	Project Planning and Design	Discretionary	Varies	Fulfills noted improvements to safety, environmental sustainability, quality of life, state of good repair, and innovation	No	Regional Planning Authorities (MPO/TPO)	Tier 1	TBD	https://www.transportation.gov/RAISEgrants/apply
16	Infrastructure for Rebuilding America (INFRA)	U.S. Department of Transportation	Resiliency	Project Planning and Design	Discretionary	Varies	Climate and Resiliency Requirements. (a) If one or more planning or policy documents are identified in section 2 of schedule C, then, the Project Sponsor shall submit to the USDOT a report describing how the Project aligns with each of those documents. (b) The Project Sponsor shall work with the Administering Operating Administration to identify actions that satisfy all of the following conditions: (1) the action supports climate change mitigation or adaptation, consistent with Executive Order 14008, "Tackling the Climate Crisis at Home and Abroad" (Jan. 27, 2021); (2) the action is appropriate for the Project, as determined by the Project Sponsor and Administering Operating Administration; and (3) the Project Sponsor can carry out the action on the Project.	No	Regional Planning Authorities (MPO/TPO)	Tier 1	TBD	https://www.transportation.gov/grants/infra-grants-program
	Highway, bridge, and multimodal freight projects of national and regional significance.											
17	Safe Streets for All Initiatives to prevent fatalities and serious injuries on roadways; referred to as "Vision Zero".	U.S. Department of Transportation	Safety	Implementation or Planning	Discretionary	Varies	Strategies should align with the Department's mission and with priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.	No	Local and State authorities	Tier 2	TBD	https://www.grants.gov/web/grants/view-opportunity.html?oppId=340385

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18	Bridge Investment	Federal Highway Administration (FHWA)	Infrastructure Improvements	Design and Construction	Discretionary	Varies	Criterion #4: Climate Change, Resiliency, and the Environment The DOT will assess whether the project will address climate change, improve resiliency, support environmental sustainability, and address environmental justice based on data submitted with the application that demonstrates the benefits to each of these areas of consideration.	No	State authorities	Tier 2	TBD	https://www.grants.gov/view-opportunity.html?dpp=1&opId=341050
	Grants to address the nationwide backlog of bridge repair and rehabilitation projects.											
19	Healthy Streets	Federal Highway Administration (FHWA)	Public Health Improvements	Planning, Design, and Construction	Discretionary	Varies	A grant may be used for the deployment of cool pavements and porous pavements and to expand tree cover and mitigate urban heat islands, to improve air quality, and other climate projects	No	Local, Regional, and State Authorities	Tier 1	TBD	https://www.americanforests.org/article/statement-on-funding-of-healthy-streets-program-in-house-transportation-appropriations-bill/
	Establishes a new discretionary grant program to expand the use of cool pavement and porous pavement, and expand tree cover. Goals of the program are to mitigate urban heat islands, improve air quality reduce the extent of impervious surfaces, reduce stormwater run-off and flood risks, and reduce heat impacts to infrastructure and road users.											
20	Reconnecting Communities Pilot Program	U.S. Department of Transportation	Community Development	Project Planning and Design	Discretionary	Varies	Climate and Sustainability: As part of the United States' commitment to reaching netzero emissions economy-wide by 2050, applicants are encouraged to consider environmental justice, climate change, energy efficiency, sustainability, resilience, flood risk, and shifting trips to more affordable, safe, and less polluting modes of travel.	No	State authorities	Tier 2	TBD	https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf
	Grants for planning and projects to remove, retrofit, or mitigate existing roadways that were built through neighborhoods and created a barrier to mobility and economic development; downtown revitalization.											
21	Strengthening Mobility and Revolutionizing Transportation (SMART)	U.S. Department of Transportation	Electrification	Project Planning	Discretionary	Varies	A SMART grant may be used to carry out a project that demonstrates at least one of the following: Coordinated automation Connected vehicles Sensors Systems integration Delivery/logistics Innovative aviation Smart grid Traffic signals	No	Local, Regional, and State Authorities	Tier 1	TBD	https://www.transportation.gov/grants/SMART#:~:text=SMART%20Grants%20Webinars%20Strengthening%20Mobility%20and%20Revolutionizing%20Transportation%20SMART%20Grants%20Program,FY%202022%202026
	The Office of the Secretary's Strengthening Mobility and Revolutionizing Transportation Grant program provides supplemental funding grants to rural, mid-sized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. A notice of funding opportunity is expected in the second or third quarter of 2022.											
22	Corridor Charging (National Electric Vehicle Infrastructure Program (NEVI))	U.S. Department of Transportation	Electrification	Implementation	Discretionary	Varies	Subject to minimum standards and requirements to be established by the Secretary of Transportation, in coordination with the Secretary of Energy and in consultation with relevant stakeholders [eighteenth proviso], NEVI Formula funding may be used for— the acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; development phase activities relating to the acquisition or installation of electric vehicle charging infrastructure; operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under the program (for up to 5 years); acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under the NEVI Formula program, and on-premises signs providing information about such infrastructure; mapping and analysis activities to evaluate current and future demand for EV charging infrastructure; and data sharing about EV charging infrastructure to ensure long-term success of investments under program.	No	State authorities	Tier 1	TBD	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm
	Corridor Grants provides \$1.25 billion to deploy publicly available electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.											
23	Alternative Fuel Corridors (NEVI)	U.S. Department of Transportation	Electrification	Implementation	Discretionary	Varies	install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will prioritize rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.	No	State authorities	Tier 1	TBD	https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding#:~:text=of%20multiunit%20dwellings%20Corridor%20Charging,along%20designated%20Alternative%20fuel%20corridors
	To be eligible for funding, EV infrastructure under the NEVI Program and the competitive Corridor Charging Grant Program must be located on a designated Alternative Fuel Corridor.											
24	Community Charging (NEVI)	U.S. Department of Transportation	Electrification	Implementation	Discretionary	Varies	To be eligible for funding, EV infrastructure under the NEVI Program and the competitive Corridor Charging Grant Program must be located on a designated Alternative Fuel Corridor.	No	State authorities	Tier 1	TBD	https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding#:~:text=of%20multiunit%20dwellings%20Corridor%20Charging,along%20designated%20Alternative%20fuel%20corridors
	Community Grants provides \$1.25 billion to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will prioritize rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.											
25	Low or No Emission Vehicle Program	Federal Transit Administration	Transit	Implementation and Planning	Discretionary	Varies	Replace, rehabilitate, purchase, or lease buses, vans and related equipment • This includes leasing power sources (i.e., batteries) • Rehabilitate, purchase, construct, or lease bus-related facilities • Rehabilitating or improving existing facilities to accommodate low or no emission buses and vehicles • Costs incidental to the acquisition of buses or construction of a facility • Including activities such as functional landscaping (green space)	No	Local, Regional, and State Authorities - Transit Authorities	Tier 3	TBD	https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2022
	Grants to help modernize bus fleets and bus facilities across the country, including to help transit agencies purchase or lease low- or no- emission vehicles that use advanced technologies to help improve air quality and combat climate change.											
26	Choice Neighborhoods Planning Grant	Department of Housing and Urban Development	Community Development	Planning and Programming	Discretionary	\$500,000 maximum	Climate Resiliency. Grantees are encouraged to devise their Housing Plan in ways that mitigate the impacts of natural related hazards. This means both reducing property and resident exposure to climate hazards and supporting adaptability in the face of disaster	No	Local Housing Authorities	Tier 3	TBD	https://www.grants.gov/web/grants/view-opportunity.html?opId=340208
	Choice Neighborhoods Planning Grants support the development of comprehensive plans to revitalize severely distressed public housing and/or HUD-assisted housing and the surrounding neighborhood. Communities will develop a comprehensive neighborhood revitalization strategy, or Transformation Plan, to achieve the program's three core goals: Housing, People and Neighborhood. The Transformation Plan will become the guiding document to carryout subsequent implementation of the plan for the target housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families.											

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27	Funding Opportunity Announcement (FOA) Energyshed: Exploring Place-Based Generation	U.S. Department of Energy	Research	Innovative research, development, and demonstration (RD&D) projects	Discretionary	Varies	The goal of this funding opportunity is to develop the tools and processes to help a broad set of stakeholders including utilities, local governments, and community-based organizations; understand the implications and participate in the development of locally-based energy generation in their community. To achieve this goal, applicants will assimilate data from a variety of sources into novel tools, "dashboards," or other applications that will assess the impacts and tradeoffs, including potential benefits and challenges of locally-based energy generation.	No	Local, Regional, and State Authorities	Tier 3	TBD	https://www.grants.gov/web/grants/view-opportunity.html?oppld=340927
	The U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE) is issuing this funding opportunity announcement (FOA) to invest in innovative research, development, and demonstration (RD&D) projects that accelerate the large-scale development and deployment of renewable energy to support an equitable transition to a decarbonized electricity system by 2035 and net-zero emissions economy by 2050.											
28	Community Mobility Design Challenge	National Center for Mobility Management	Research	Innovative research, development, and demonstration (RD&D) projects	Discretionary	\$25,000 maximum	For the Design Challenge 2022, applicant teams will use several activities and tools from the human-centered design approach to create a sustainable, customer-responsive solution to a transportation issue in their communities	No	Local, Regional, and State Authorities	Tier 3	TBD	https://nationalcenterformobilitymanagement.org/design-challenge-2022/