

JLUS Funding Crosswalk

Master Funding List

Last Updated: 11/26/2025

Description

This workbook details the federal funding programs authorized under the Inflation Reduction Act, Infrastructure Investment and Jobs Act, and more. It also details funding programs from the State of Maine and other local and private sources, where available. The goal of this exercise is to identify the priority funding opportunities for SMPDC and develop a unified view of the resources required to pursue, deploy, and manage these opportunities.

Tabs in this Workbook:

Projects: This tab includes the list of potential projects which SMPDC may wish to seek funding for. It includes a crosswalk for which projects may be applicable/competitive.

Federal: This tab lists the applicable federal funding programs from IRA, IIJA, and more. It provides details on programs for consideration.

State-Local-Private: This tab lists the applicable state/local/private funding programs. It provides details on programs for consideration.

Crosswalk Use

The funding crosswalk can be used through two complementary pathways: the **candidate project perspective** and the **funding opportunity perspective**.

Candidate Project Pathway

When utilizing the candidate project pathway, the crosswalk helps to assess which funding programs align best with a particular project. This can help guide project development and timing of implementation. For example, if a project has been identified as critical to the region or it is a precursor project to another, navigating to that specific project in the crosswalk in the “Projects” tab will provide information on estimated costs, the current project stage (described below), and the list of possible opportunities to pursue. SMPDC and its partners can then make educated decisions on when and what to apply for by navigating to those identified opportunities in the funding tabs and confirming project competitiveness, cost-share requirements, and program timing.

Project Lifecycle Stage	Description
Idea	Includes identified needs or recommendations that have not progressed to the project planning stage
Project Planning	Includes planning studies, feasibility studies, conceptual design
Preliminary Design & Environmental Review	Includes up to 30% design, cost refinement, and conducting the NEPA process
Design	Includes 30% to 90% design and continued cost refinement
Final Design & Construction	Includes 100% design and PS&E approval
Implementation	Full implementation of project, including sustained capital and operational funding as well as service expansion and refinement and training

Funding Opportunity Pathway

When approached from the funding opportunity pathway, the crosswalk serves as a tool to identify what types of projects are most likely to succeed under a given program’s criteria. This pathway works best when SMPDC has been made aware of the timing of an upcoming opportunity or a NOFO has been announced. By navigating to the program in either the “Federal” or “State-Local-Private” tabs of the crosswalk, SMPDC will be presented with the list of projects or project types eligible under the opportunity and determine what project to move forward based on the competitiveness ranking. Navigating back to the “Projects” tab will provide more specific information on that project, helping to form the basis of the application.

Project	Description	JLUS Phase or Originating Entity	Source Document	Estimated Project Lifecycle Cost	Current Project Lifecycle Stage	Anticipated Next Project Lifecycle Stage	Category: Transportation	Category: Resiliency	Category: Housing	Category: Equity	Current Admin Possible Federal Funding Opps. (1-Strongly Competitive to 5-Long Shot)	Possible State/Local/Private Funding Opps. (1-Strongly Competitive to 5-Long Shot)	Notes
Admiralty Village Philbrick Avenue Vulnerability Improvements	This project proposes the development conceptual designs which enhance flood resilience and stormwater management in the Admiralty Village Peninsula neighborhood of Kittery, Maine, focusing on the vulnerable area near 73 Philbrick Avenue. The neighborhood, situated along Spruce Creek, faces increasing risks from coastal and stormwater-related flooding. The designs would integrate structural and nature-based solutions to provide long-term protection.	JLUS IV	JLUS IV Vulnerability Assessment	\$1.5 to \$3 mil	Idea	Project Planning	Y	Y	N	N	3-BUILD Planning 3-BRIC IF resiliency is still an issue following recent improvements 3-PIDP 3-PROTECT IF resiliency is still an issue following recent improvements	1-General Resolution Program (for the construction phase)	2" HMA paving just installed by Town & no existing flood issues identified. Remaining items still should be pursued for funding. Future study should confirm responsible party for recommended improvements (roadway, sidewalk, stormwater infrastructure should be confirmed as Town owned)
Biddeford/Saco Shuttle to PNSY	This project proposes a hybrid transit service model designed to improve commuter connectivity between Sanford and Portsmouth Naval Shipyard (PNSY). Developed through stakeholder engagement with the Microtransit Subcommittee, the final proposed service design combines the flexibility of microtransit with the efficiency of express shuttle operations.	JLUS III	JLUS III Microtransit Pilot Service Design	\$300,000 annually	Project Planning	Implementation	Y	N	N	N	4-BUILD Planning 3-Bus and Bus Facilities Competitive or Formula Program 3-Small Starts 3-Urbanized Area Formula Program (Section 5307)	1-General Resolution Program (for the construction phase)	Final proposed service design created, next step is implementation and will involve securing capital and operational funding BSO08 indicated that they would need an upfront/yearly commitment of 300k, or a commitment to a certain number of riders which PNSY cannot provide.
Changes to the Town of Kittery Police Department Operational Policy O-48	This project aims to strengthen regional emergency response capabilities by developing contingency plans for mutual aid shortfalls, upgrading communications infrastructure, and modernizing public alert systems. These efforts would be implemented in parallel with the Kittery Emergency Operations Action Plan, ensuring alignment and integration across local and regional preparedness strategies.	JLUS IV	JLUS IV Strategic Preparation Plan	\$20,000-\$30,000	Idea	Project Planning	N	Y	N	N	4-Defense Community Infrastructure Program 3-Homeland Security Grant Program 3-EMPG	3-Town of Kittery CIP IF useful life is over 5 years	
Chauncey Creek/Seapoint Road Vulnerability Improvements	This project is intended to address coastal flooding along the vulnerable corridor between Chauncey Creek Road and Seapoint Road. The primary objective is to enhance flood resilience while maintaining reliable residential and emergency access during storm events and future sea level rise (SLR) scenarios. Key project elements include: roadway elevation, culvert expansion, retaining wall, stone revetment, nature-based shoreline stabilization, and driveway regrading.	JLUS IV	JLUS IV Vulnerability Assessment	\$6 to \$8 mil	Idea	Project Planning	Y	Y	N	N			No need for prioritization due to existing funding for project. Project funded via FHA FLAP grant. Awaiting disbursement of funds to MDOT.
Community Based Monitoring System	This project proposes the development and deployment of a community-based monitoring system designed to collect and analyze real-time data on local air and water quality, traffic signal functionality, and neighborhood safety indicators. By integrating sensor networks, data platforms, and community engagement strategies, the system would support proactive decision-making, enhance emergency response capabilities, and foster transparency in local governance.	JLUS IV	JLUS IV Strategic Preparation Plan	\$300,000-\$500,000	Idea	Implementation	N	Y	N	N	3-BUILD Planning 5-EMPG	3-Town of Kittery CIP IF useful life is over 5 years	BUILD application would need to make a strong tie to the traffic lights/transportation aspect. EMPG application would need to highlight how the system supports disaster preparedness/prevention/response/etc.
Develop a Hydrologic and Hydraulic (H&H) Model	This project aims to develop a comprehensive modeling framework that integrates hydrologic and hydraulic (H&H) analysis with groundwater modeling to identify areas vulnerable to both surface stormwater flooding and subsurface groundwater rise under current and future conditions. The model would leverage structure rim and pipe invert elevation data collected in previous efforts to accurately model the existing stormwater infrastructure and subsurface conditions.	JLUS IV	JLUS IV Vulnerability Assessment	\$750,000 to \$1,250,000	Idea	Project Planning	N	Y	N	N	2-BRIC 4-FMA 2-PAS USACE IF there is a water resource issue to justify the work 3-PROTECT IF there is a transportation aspect	3-Shore and Harbor Planning Grants	Should focus on areas identified in CIRA report, funded by PREP grant: https://www.kitteryme.gov/CIRA
Eastern Trail	The proposed project involves the planning and design of a paved multi-use bike and pedestrian trail connecting the communities of South Berwick, North Berwick, to Eliot in southern Maine. The trail will provide a safe, accessible, and scenic route for non-motorized transportation and recreational use, promoting active lifestyles and reducing vehicular traffic.	KACTS	KACTS LRTP	\$4,000,000	Project Planning	Preliminary Design & Environmental Review	Y	N	N	Y	5-BUILD Planning 4-Pilot Program for Transit-Oriented Development Planning 4-RCP	1-ATPI 1-Bicycle and Pedestrian Program 2-MTP 2-RTP 1-UPI	This project is very large and should be phased. Small segments with independent utility should be prioritized This project is complementary of row 9 Eastern Trail Segments
Eastern Trail Segments	This project supports the development of off-road shared use path segments of the Eastern Trail through Eliot, guided by the recommendations of the 2025 Eastern Trail Study. The initiative aims to enhance regional active transportation connectivity by constructing new trail infrastructure and making interim improvements to the existing on-road route. Short-term enhancements may include signage, pavement markings, and other upgrades to improve safety and wayfinding for trail users. The project scope encompasses both short-term and long-term improvements, as outlined in the Eastern Trail Study, and is intended to provide a continuous, safe, and accessible corridor for bicyclists and pedestrians.	KACTS	KACTS LRTP	\$19,200,000	Project Planning	Project Planning	Y	N	N	Y	5-BUILD 4-RCP	1-ATPI 1-Bicycle and Pedestrian Program 2-MTP 2-RTP 1-UPI	Further project planning (conceptual design) required This project is complementary of row 8 Eastern Trail
Emergency Management Communication Strategy	This project aims to modernize and expand the town's emergency communications infrastructure and community preparedness systems. By integrating redundant communication technologies, adopting secure data-sharing platforms, and improving public alert systems, the initiative would strengthen the town's ability to respond to emergencies and support vulnerable populations.	JLUS IV	JLUS IV Strategic Preparation Plan	\$10,000 to \$20,000	Idea	Project Planning	N	Y	N	Y	3-BRIC 4-Defense Community Infrastructure Program 3-EMPG 3-Homeland Security Grant Program	3-Town of Kittery CIP IF useful life is over 5 years	Some of these programs would be for implementation, not planning study.

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Federal Support of Housing Production Study	This project proposes a feasibility study to evaluate a federal agency-supported housing production model tailored to meet the year-round housing needs of workers of the Portsmouth Naval Shipyard (PNS). The initiative responds to Recommendation 8.2, which identifies the critical need for stable, affordable housing for the shipyard's workforce and suggests that direct federal involvement in housing development should be explored.	JLUS III	JLUS III Housing Needs Assessment	\$100,000	Idea	Project Planning	N	N	Y	N	3-Addressing the Housing Affordability Crisis Research Grant Program 5-Defense Community Infrastructure Program		
Federal-Local Housing Partnerships Case Study and Feasibility Assessment	This project aims to develop and implement innovative housing financing tools to support workforce housing needs for employees of the PNS. In collaboration with Federal agencies such as the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of the Treasury, and in partnership with local banks, Maine Housing, and regional stakeholders, the initiative would focus on expanding access to affordable rentals and homeownership opportunities in the surrounding region.	JLUS III	JLUS III Housing Needs Assessment	\$100,000	Idea	Project Planning	N	N	Y	Y	3-Addressing the Housing Affordability Crisis Research Grant Program 5-Defense Community Infrastructure Program		Consider also addressing supply constraints
Full-Scale Emergency Preparedness Exercise	This project proposes completing a full-scale emergency preparedness exercise to build on the success of previous tabletop exercise. The exercise would attempt to simulate a real-world scenario for emergency personnel to respond too and would allow identification of areas for future improvement as well as highlight current success.	JLUS IV	JLUS IV Strategic Preparation Plan	\$150,000 to \$200,000	Project Planning	Implementation	N	Y	N	N	5-BRIC 4-Defense Community Infrastructure Program 3-EMPG 3-Homeland Security Grant Program 2-Installation Readiness	4-Town of Kittery CIP	
Gap Financing Program for Workforce	This project seeks to address housing affordability challenges for federal workers by developing gap financing tools that support both rental and homeownership opportunities. Federal agencies such as the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of the Treasury would collaborate with local lenders to create financial products modeled on successful programs like "soft second mortgages" and First-Time Homebuyer initiatives offered by state Housing Finance Agencies. These financing tools will be designed to: •Reduce upfront costs for renters and buyers through low-interest loans or grants for security deposits and last month's rent. •Expand mortgage accessibility by subsidizing interest rates, eliminating Mortgage Insurance (MI) requirements, and offering second mortgages that bridge the gap between traditional loan limits and actual housing costs. •Mitigate lender risk through public guarantees and alignment with Community Reinvestment Act (CRA) goals, encouraging banks to participate in socially beneficial lending.	JLUS III	JLUS III Housing Needs Assessment	\$100,000	Idea	Project Planning	N	N	Y	Y	5-Defense Community Infrastructure Program		Overlap with Federal-Local Housing Partnerships Case Study and Feasibility Assessment Estimated cost is limited to the project planning stage, which could be utilized to determine program-level costs on an annual basis
Hardening of Water & Wastewater Plants	This project aims to enhance the resilience of municipal water and wastewater infrastructure against flooding and extreme weather events. The initiative would focus on implementing both dry and wet floodproofing strategies, upgrading drainage systems, and protecting critical facilities such as wastewater treatment plants and freshwater pump stations.	JLUS IV	JLUS IV Strategic Preparation Plan	\$1.4 mil to \$11.5 mil	Idea	Project Planning	N	Y	N	N	1-BRIC 3-FMA 1-PAS USACE		
Harden Transportation Infrastructure	This project aims to improve the resilience of the town's transportation infrastructure in response to increasing risks from sea-level rise, flooding, and storm surge. The initiative focuses on elevating vulnerable roads and bridges, incorporating permeable pavement technologies, and utilizing high-performance construction materials to harden and improve the reliability of critical transportation assets.	JLUS IV	JLUS IV Strategic Preparation Plan	\$400,000 to \$600,000 for an initial study, estimate of capital costs to follow study.	Idea	Project Planning	Y	Y	N	N	1-BRIC BUILD 1-PAS USACE 1-PROTECT		
Housing Trust & Land Bank Research	This project would support SMPDC in exploring and advancing the concepts of Housing Trusts and Land Banks within its service area. These tools are critical for addressing housing affordability, preserving existing housing stock, and repurposing underutilized or vacant properties for community benefit.	JLUS III	JLUS III Housing Needs Assessment	\$100,000 to \$150,000	Idea	Project Planning	N	N	Y	N			This isn't a project for funding opps--it's more of an initiative.
Implementation of the Microgrid Feasibility Assessment	This project advances the implementation of a Microgrid energy system to support municipal sustainability goals and reduce long-term energy costs. The initiative would focus on securing interconnection approvals, refining system design, confirming tariff eligibility, and completing procurement and construction activities. The system would be configured for distributed generation (DG) with export capabilities, allowing the town to benefit from production credits and real-time energy tracking. Additional technical and administrative steps to be undertaken to move the project from concept to operation include additional financial analysis, selection of a preferred alternative, development of a design package, and confirmation of tariff eligibility.	JLUS IV	JLUS IV Strategic Preparation Plan	\$1,040,000 to \$1,490,000 depending on final solution (CAPEX [Turnkey] cost)	Project Planning	Project Planning	N	Y	N	N	Fiscal Year 2025 Emergency Management Performance Grant 2-BRIC	3-Town of Kittery CIP	

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Improvements to Gate 2 (PNSY) (short term)	This short-term project focuses on improving pedestrian visibility and driver awareness near the existing crosswalk at the PNSY driveway on SR 236. The proposed improvements include: installation of an RRFB, a raised crosswalk, and advanced warning signage.	JLUS IV	JLUS IV TDM Plan; LRTP; Eastern Trail Feasibility Study	\$100,000.00	Project Planning	Design	Y	N	N	Y	4-SS4A (if area is on the Safety Plan) 5-BUILD Planning 5-BUILD	2-ATPI 2-Bicycle and Pedestrian Program. 3-MTP 4-RTP	For federal funding under the current admin., the project would be more competitive if there were an improvement for vehicles.
Improvements to Gate 2 (PNSY) (long term)	This project proposes the long-term signalization of a key intersection to improve traffic control and flow. As part of the improvements, an eastbound/southbound right turn lane will be added. The preferred approach involves utilizing additional right-of-way on the east side of the road. However, if space constraints on the east side prevent full implementation, expansion onto the west side may be required. This alternative would significantly increase project complexity due to limited ROW and close proximity to water.	JLUS IV	JLUS IV TDM Plan; LRTP; Eastern Trail Feasibility Study	\$3,000,000	Idea	Project Planning	Y	N	N	Y	4-SS4A (if area is on the Safety Plan) 5-BUILD Planning 5-BUILD	2-ATPI 2-Bicycle and Pedestrian Program 3-MTP 4-RTP	For federal funding under the current admin., the project would be more competitive if there were an improvement for vehicles.
Active Transportation Improvements to SR 236	This project proposes short term improvements to SR 236 between PNSY and the proposed Eliot Park and Ride site with a focus on sharrows.	JLUS IV	JLUS IV TDM Plan	\$50,000	Idea	Project Planning	Y	N	N	Y	4-SS4A (if area is on the Safety Plan) 5-BUILD Planning 5-BUILD	3-ATPI 3-Bicycle and Pedestrian Program 4-MTP 5-RTP 3-UPI	For federal funding under the current admin., the project would be more competitive if there were an improvement for vehicles. MaineDOT constructing improvemnets @ Route 236 in 2028, see: https://www.kitteryme.gov/sites/g/files/vyhlf10031/ff/uploads/route_236_final_report.pdf This project is complementary of other Rt 236/Shapleigh Rd projects
Improve Stormwater Management	This project aims to improve the town's stormwater management systems to better protect critical infrastructure including hospitals, fire stations, and emergency shelters during extreme weather events. The initiative focuses on increasing temporary stormwater storage capacity and identifying drainage vulnerabilities that could compromise facility access and operations during flooding.	JLUS IV	JLUS IV Vulnerability Assessment	Stormwater Basins could range from \$100,000 - \$1M depending on size, location, above or underground Vulnerability assessment \$50,000-\$150,000	Idea	Project Planning	N	Y	N	N	1-BRIC 3-FMA 2-PAS USACE 2-PROTECT	1-General Resolution Program (for the construction phase)	
Integrate Resilient Building Codes & Retrofit Programs	This project aims to enhance community resilience by updating local building codes to require resilient construction techniques and by retrofitting critical facilities to ensure operational continuity during extreme weather events and emergencies. The initiative would focus on improving structural safety standards for new and renovated buildings, while also equipping essential facilities with clean backup power systems and renewable energy technologies to maintain uninterrupted services during crises.	JLUS IV	JLUS IV Strategic Preparation Plan	\$250,000 to \$350,000	Idea	Project Planning	N	Y	N	N	3-BRIC	3-Town of Kittery CIP	
Kittery Parking Garage	This project proposes the development of a parking structure and associated surface parking located approximately three miles from the Shipyard, designed to improve access, reduce congestion, and support future transportation demand management (TDM) and mobility hub integration. The proposed facility will serve as a strategic mobility asset, connecting nearby communities and supporting multimodal transportation options. The conceptual design includes a structured parking garage complemented by surface parking, with considerations for future integration of transit, bike/pedestrian infrastructure, and shared mobility services.	JLUS IV	JLUS IV Parking Garage Feasibility Report	\$24,823,200	Project Planning	Preliminary Design & Environmental Review	Y	N	N	N	3-EDA Public Works and Economic Adjustment Assistance Programs		
Kittery Route 1 Bypass & Old Post Road Corridor Study	This project proposes the evaluation and development of concept plans for traffic safety and multimodal improvements along the Route 1 Bypass and Old Post Road corridor in Kittery. The initiative is intended to proactively support and guide future redevelopment of adjacent properties by identifying infrastructure needs and opportunities for enhancement. The planning effort will focus on improving vehicular safety, pedestrian and bicycle accessibility, and overall corridor functionality.	KACTS	KACTS LRTP	\$300,000	Idea	Project Planning	Y	N	N	N	1-BUILD Planning 2-EDA Public Works and Economic Adjustment Assistance Programs	KACTS UPWP	MaineDOT jurisdiction, requires coordination/partnership
Kittery Route 103 Sidewalk Gap	This project aims to close a critical gap in pedestrian infrastructure along Route 103 in Kittery by constructing approximately 0.75 miles of new concrete sidewalks and ADA-compliant facilities. The scope may include drainage upgrades, installation of new crosswalks with Rectangular Rapid Flashing Beacons (RRFBs), signage, and other pedestrian safety or traffic calming measures as warranted within the project area.	KACTS	KACTS LRTP	\$1,100,000	Idea	Project Planning	Y	N	N	Y	3-BUILD 4-EDA Public Works and Economic Adjustment Assistance Programs	2-ATPI 2-UPI STGP-TA	

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Kittery Rte 1 State Rd Safety Audit	State Road in Kittery has been identified as a high-injury corridor and a priority location in the KACTS Regional Safety Action Plan. In response, the Town proposes conducting a comprehensive Safety Audit to assess existing conditions and identify targeted safety improvements. The audit will inform the development of actionable recommendations for future implementation, which may include demonstration projects, enhanced pavement markings, upgraded signage and lighting, and the installation of pedestrian and bicycle facilities. Additional traffic calming measures and access management strategies will be considered to reduce crash risk and improve overall corridor safety for all users.	KACTS	KACTS LRTP	\$350,000	Project Planning	Project Planning	Y	N	N	N	3-BUILD Planning 3-EDA Public Works and Economic Adjustment Assistance Programs 2-SS4A	3-ATPI 5-VPI KACTS UPWP	For federal funding, the application would be stronger under the current admin if focused on vehicles and not bike/ped. A corridor study has already been completed for the section from Ox point Drive to the York TL; project remains in project planning for the safety audit To pursue VPI, a strong case must be made that this project would benefit a Village Center (see criteria identified in State-Local-Private tab for what a Village Center is defined as)
Kittery Vulnerable Infrastructure	This project encompasses a series of targeted infrastructure improvements along vulnerable coastal corridors in Kittery and surrounding areas, as identified in the JLUS Phase IV Climate Vulnerability Report and the Kittery Vulnerability Assessment Report. The primary objective is to enhance roadway resilience, mitigate flood risks, and support multimodal transportation through the following location-specific upgrades: Route 103 Pepperrell Rd - 167 Pepperrell - roadway elevation, stormwater system upgrades, shoreline stabilization (per JLUS Phase IV Climate Vulnerability Report) Eliot Rd/ Main St, Spinney Creek bridge - roadway elevation, shoreline stabilization, potential bike/ ped (per JLUS Phase IV Climate Vulnerability Report) Route 101/ Wilson Rd Spruce Creek Bridge - roadway elevation, shoreline stabilization Route 103/ Brave Boat Harbor Rd - roadway elevation, stormwater system upgrades, shoreline stabilization (Kittery Vulnerability Assessment Report, JLUS Report)	Kittery	Kittery Vulnerability Assessment	\$3 to \$5 mil	Idea	Project Planning	Y	Y	N	Y	1-BRIC 2-PAS USACE 1-BUILD-Planning 2-PROTECT		Next phase within project planning should be conceptual design, as suggested by Kittery Town staff Estimated cost is just for Pepperrell Rd improvements, per JLUS IV Vulnerability Assessment
Main-Moses Gerrish Farmer Bike-Ped Improvements	This project involves the construction of a new sidewalk along one side of the roadway to improve pedestrian accessibility and safety. In addition, on-road bicycle infrastructure would be upgraded through the installation of painted sharrows, enhanced pavement markings, and updated signage. These improvements aim to support a safer, more comfortable environment for both pedestrians and bicyclists, encouraging active transportation within the corridor.	KACTS	KACTS LRTP	\$3,800,000	Idea	Project Planning	Y	N	N	Y		1-ATPI 1-Bicycle and Pedestrian Program 2-MTP	
Microtransit Pilot from Sanford to PNSY	In the subsequent Implementation Plan, completed in 2022, the study team recommended developing a microtransit pilot from Sanford to PNSY as an alternative to private automobile commuting because of the large number of PNSY workers that live there.	JLUS III	JLUS III Microtransit Pilot Service Design	\$94,800 to \$126,000	Implementation	Implementation	Y	N	N	Y		1-Maine Workforce Transportation Program	Steering Committee meeting; PNSY hoping to get Sanford shuttle operational by winter
Mobility Hub Design Advancement	As part of Phase III work, concept site plans for two mobility hubs located in Kittery were created, which would provide opportunities for regional connections and additional microtransit zones based in the Kittery area. Future phases could also expand service to other local MaineDOT park and ride lots, the Wells Transit Center, and other locations, reinforcing regional connections and serving additional demand.	JLUS III	JLUS III Microtransit Pilot Service Design	\$25,300 to \$108,500	Project Planning	Preliminary Design & Environmental Review	Y	N	N	Y			The Line 34 Mobility Hub project is not complete and the sites that were evaluated in that effort are no longer imminently available for such a project. The mobility hub concept is still relevant and was the foundation for the current Parking Garage Feasibility study.
Piscataqua River Bridge Transportation Management Plan	This project focuses on the development of a comprehensive Transportation Management Plan (TMP) to address both short-term and long-term closures of a key bridge within the Kittery Area Comprehensive Transportation System (KACTS) region. The TMP would include strategies for traffic incident management, detour planning, and public outreach to minimize disruptions to the traveling public and maintain regional mobility.	KACTS	KACTS LRTP	\$350,000	Project Planning	Project Planning	Y	N	N	N	2- BIP		
PNSY Gate 1 & 2 Optimization Study	The PNSY Gates 1 & 2 Optimization Study will develop concepts for alternative alignments at the Shipyard gates that reduce commercial traffic conflicts, incentivize HOV use, improve resiliency of infrastructure, and reduce congestion in the community and on-base.	Portsmouth Naval Shipyard	PNSY	\$9,000,000	Idea	Project Planning	Y	Y	N	N	4-Defense Community Infrastructure Program (capital) 4-Installation Readiness DOD		PNSY recently received contract for study; concept design beginning in 2026
Public Transit Upgrades	The project proposes Public Transit Upgrades (focus on bus stop improvements)	JLUS IV	JLUS IV TDM Plan	\$800,000	Idea	Project Planning	Y	N	N	Y	2-Bus and Bus Facilities Competitive Program (Section 5339(b)) (capital) 3-Bus and Bus Facilities Formula Program (Section 5339(a)) (capital) 4-Pilot Program for Transit-Oriented Development Planning	2-General Resolution Program (for the construction phase)	

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Recurring Emergency Operations Training	This project would establish a recurring, multi-tiered emergency operations training program designed to enhance preparedness, leadership continuity, and public resilience across the town. The initiative would engage elected officials, department heads, civic leaders, and residents, ensuring that all stakeholders are equipped with the knowledge and tools necessary to respond effectively to emergencies and disasters. The program would include refresher trainings, interoperability drills, and community education, with a focus on redundant communications, misinformation management, and continuity of operations. It would also incorporate succession planning, public engagement simulations, and CERT (Community Emergency Response Team) training to build capacity at both the institutional and grassroots levels.	JLUS IV	JLUS IV Strategic Preparation Plan	\$50,000 to \$75,000 per year	Idea	Implementation	N	Y	N	N	Fiscal Year 2025 Emergency Management Performance Grant		
Refined Assessment of Coastal Bridges to Overtopping, Erosion and Scour	This project involves a refined assessment of coastal bridges to evaluate their vulnerability to overtopping, erosion, and scour. The analysis would utilize site-specific data, including deck elevations, abutment materials, and pier foundation depths, and would follow the latest guidance from MaineDOT and the Federal Highway Administration. The goal is to identify structural vulnerabilities and inform future mitigation strategies to enhance resilience against coastal hazards.	JLUS IV	JLUS IV Vulnerability Assessment	\$300,000	Idea	Project Planning	Y	Y	N	N	2-BIP	4-Shore and Harbor Planning Grants	Overlap with Kittery Vulnerable Infrastructure recommendation
Route 1 Corridor Study Implementation	This project aims to implement comprehensive corridor-wide enhancements focused on improving traffic safety, multimodal accessibility, and environmental resiliency. Key components include the construction of a continuous shared-use side path and/or dedicated pedestrian and bicycle facilities to support active transportation. Travel lane adjustments and the strategic addition of center turn lanes will improve vehicular flow and reduce conflict points.	KACTS	KACTS LRTP	\$18,000,000	Project Planning	Preliminary Design & Environmental Review	Y	Y	N	Y	4-BUILD 4-BRIC 3-EDA Public Works and Economic Adjustment Assistance Programs 4-PROTECT 1-SS4A	2-ATPI 2-Bicycle and Pedestrian Program STGB	Town submitted application for SS4A funding 2025.
Route 236 Corridor Improvements	This project proposes the implementation of targeted traffic and safety improvements along the corridor to enhance mobility, reduce conflicts, and support multimodal transportation. Potential improvements may include the addition of a center turn lane and medians to improve traffic flow and reduce turning-related collisions. Intersection upgrades may feature dedicated turn lanes, enhanced crosswalks, and other pedestrian and bicycle infrastructure improvements to promote safe and accessible travel for all users.	JLUS Phase IV, KACTS	KACTS LRTP	\$4,000,000	Preliminary Design & Environmental Review	Design	Y	N	N	Y	4-BUILD 4-BRIC 3-EDA Public Works and Economic Adjustment Assistance Programs 4-PROTECT 1-SS4A	STGB	MaineDOT constructing improvements @ Route 236 in 2028, see: https://www.kittery.me.gov/sites/g/files/vyhl1f10031/f/uploads/route_236_final_report.pdf JLUS Phase IV TDM Plan identified a corridor study along Shapleigh Road and would be complementary to the KACTS projects on row 39 and 40.
Route 236 Infrastructure Right-Sizing	This project involves the evaluation and enhancement of drainage infrastructure along Route 236, focusing on three culverts and their associated drainage areas. Building on findings from a 2023 hydrologic study commissioned by the Town, additional hydraulic analysis would be conducted to assess existing conditions and identify deficiencies. Where necessary, new drainage facilities would be designed and installed to improve stormwater management and reduce flood risk.	KACTS	KACTS LRTP	\$300,000	Project Planning	Project Planning	Y	Y	N	N	FYs 2023 through 2026 (Year Two through Year Five) National Culvert Removal, Replacement and Restoration Grant Program (Culvert Aquatic Organism Passage (Culvert AOP) Program) (All funds may be allocated for 2026)		Additional planning/conceptual design required Constrained by MaineDOT Route 236 improvements planned for 2028
Route 236 Rogers Rd Bike Ped Project	This project involves the design and construction of a shared use path or other bicycle and pedestrian facilities along Route 236/Rogers Road, extending approximately 2,100 feet between the Kittery Community Center and the Kittery Memorial Traffic Circle. The goal is to enhance multimodal connectivity and safety for non-motorized users. The project could require acquisition of right-of-way from adjacent property owners, relocation of existing utilities, and necessary grading and drainage improvements to support the new infrastructure.	JLUS Phase IV, KACTS	KACTS LRTP	\$2,500,000	Project Planning	Project Planning	Y	N	N	Y	5-BUILD Planning 4-Pilot Program for Transit-Oriented Development Planning 4-RCP 2-Regional Infrastructure Accelerator Program FY 2025 - NOFO Reissuance	1-ATPI 1-Bicycle and Pedestrian Program 2-MTP 4-RTP 1-UPJ	Overlap with Bike/Ped Improvements to Shapleigh Road project JLUS Phase IV TDM Plan identified a corridor study along Shapleigh Road and would be complementary to the KACTS projects on row 38 and 39.
Shipyard Sprinter Commuter Service	A version of the microtransit pilot envisioned in line 30 using a worker driver program and leased vans. This project will fund five years of operating assistance for the Shipyard Sprinter commuter service, which is starting in July of 2025. YCCAC received funding through MaineDOT's Workforce Transportation Pilot Program for two years of operating support for the service. Additional funding will likely be needed to continue the service after the initial 2-year pilot project. The service will consist of four vehicles serving the Shipyard Monday through Friday, focusing on the two most common times for first shift. (6am-2:30pm: 1,580 employees and 6:30am to 3pm: 2,053 employees). Service will have three stops within the City of Sanford and travel directly to the Shipyard.	YCCAC		\$1,149,185	Implementation	Implementation	Y	N	N	Y		1-Maine Workforce Transportation Program	
Standard Operating Procedures for Post-Disaster Scenarios	This project aims to enhance the town's post-disaster response capabilities by developing joint standard operating procedures (SOPs) that prioritize critical power continuity and public safety during prolonged outages. The initiative would focus on coordinated planning across departments to ensure that backup generators are deployed strategically and that law enforcement resources are mobilized to maintain order and protect vulnerable areas.	JLUS IV	JLUS IV Strategic Preparation Plan	\$15,000 to \$25,000	Idea	Project Planning	N	Y	N	N	Fiscal Year 2025 Emergency Management Performance Grant		

Project	Description	JLUS Phase or Originating Entity	Source Document	Estimated Project Lifecycle Cost	Current Project Lifecycle Stage	Anticipated Next Project Lifecycle Stage	Category: Transportation	Category: Resiliency	Category: Housing	Category: Equity	Current Admin Possible Federal Funding Opps. (1- Strongly Competitive to 5-Long Shot)	Possible State/Local/Private Funding Opps. (1-Strongly Competitive to 5-Long Shot)	Notes
Transit Improvements in Eliot	This project would explore and evaluate opportunities to improve transit services in Eliot, Maine, with a focus on enhancing mobility, regional connectivity, and access to essential services. The study would consider a range of service improvements, including: <ul style="list-style-type: none"> •Increased frequency of COAST Route 100 •New local transit service within Eliot •Connector routes to regional destinations, such as Dover Amtrak, intercity bus terminals, and seasonal tourist destinations via rubber-tire trolley •Enhanced transportation options for social service users, including seniors, individuals with disabilities, and low-income residents 	KACTS	KACTS LRTP	\$150,000	Idea	Project Planning	Y	N	N	Y	FY22 Federal-State Partnership for Intercity Passenger Rail Grant Program for projects not located on the Northeast Corridor (The connection to Amtrak may disqualify this grant.)	2-Maine Workforce Transportation Program	
Update of the Kittery Emergency Operations Action Plan	This project aims to strengthen regional emergency preparedness and response capabilities through the development and integration of enhanced evacuation protocols and continuity planning frameworks into existing and revised Emergency Operations Plans (EOPs). The project would focus on formalizing a Continuity of Operations (COOP) plan, establishing a Recovery Task Force, and expanding long-term recovery strategies to ensure resilience in the face of natural disasters, public health emergencies, and other large-scale disruptions.	JLUS IV	JLUS IV Strategic Preparation Plan	\$20,000 to \$30,000	Idea	Project Planning	N	Y	N	Y	Fiscal Year 2025 Emergency Management Performance Grant		
WAVE Service Expansion	This project proposes the expansion of the York County Community Action Corporation (YCCAC) WAVE workforce transportation service to include the Town of Kennebunk. The WAVE is a demand-response transit service that operates seven days a week from 6:00 AM to midnight, providing reliable transportation for residents commuting to and from work.	KACTS	KACTS LRTP	\$1,836,000	Idea	Project Planning	Y	N	N	Y		1-Maine Workforce Transportation Program	

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Addressing the Housing Affordability Crisis Research Grant Program HUD	Provides competitive awards to: (1) fund quality research that contributes to knowledge about the housing affordability crisis in the United States; and (2) generate actionable insights and evidence that can inform policy decisions to address the housing affordability crisis in the short-term. Through this funding opportunity, PD&R will fund research projects that contribute to one of the five eligible research categories, including: 1) Government-induced Demand and Housing Affordability, 2) Immigration and Housing Affordability, 3) The Financialization of Housing and Housing Affordability, 4) Economic Opportunity Cost and Housing Affordability, and 5) Opportunity Zones identified in Section III.	Eligible applicants for this funding opportunity include institutions of higher education, nonprofit, and for-profit institutions.	Currently closed	Previously due Jul 25, 2025	Prior total program funding: \$10M Award ceiling: \$2M Award floor: \$250,000	Study would need to draw a broader connection/takeaway for the US as a whole.	No	SMPDC	No	https://www.grants.gov/search-results-detail/359817	N	N	Y	Y
Better Utilizing Investments to Leverage Development (BUILD) Grant Program Construction (Formerly RAISE Program) USDOT	Provides grants for surface transportation infrastructure projects with significant local or regional impact.	Eligible Applicants for BUILD Transportation Discretionary Grants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by 1 or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each project party in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each project party and must be signed by each project party.	Anticipated Fall 2025	Applications previously due: Jan 30, 2025	Award ceiling: \$25M Award floor: \$5M (urban) \$1M (rural)	Current administration is more focused on vehicle projects. Prior was friendlier to active transportation.	No	SMPDC	20% match	https://www.grants.gov/search-results-detail/356890	Y	N	N	N
BUILD Planning (formerly RAISE) USDOT	Planning grants are related to the planning, preparation, or design of eligible surface transportation capital projects.	Eligible Applicants for BUILD Transportation Discretionary Grants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by 1 or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Each project party in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each project party and must be signed by each project party.	Anticipated Fall 2025	Applications previously due: Jan 30, 2025	Award ceiling: \$25M Award floor: \$0		No	SMPDC	20% match	https://www.grants.gov/search-results-detail/356890	Y	N	N	N
Bridge Investment Program (BIP) (Planning and Bridge) USDOT	Provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition.	Eligible Applicants: 1. A State or a group of States; 2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. A unit of local government or a group of local governments; 4. A political subdivision of a State or local government; 5. A special purpose district or a public authority with a transportation function; 6. A Federal Land Management Agency; 7. A Tribal government or a consortium of Tribal governments; and 8. A multistate or multijurisdictional group of entities as described above in 1 – 7.	FHWA removed the bridge and planning opportunities and will update the deadlines when the program is reopened.	Awaiting a new NOFO	Bridge: Award Ceiling:\$100 million Award Floor:\$2.5 million Planning: N/A				20% match requirement	https://www.transportation.gov/rural/grant-toolkit/bridge-investment-program	Y	N	N	N
Building Resilient Infrastructure and Communities (BRIC) FEMA	Provides funding to support eligible entities undertaking pre-disaster and hazard mitigation projects or capability and capacity building (C&CB) activities to reduce their risks from disasters and natural hazards. BRIC also provides financial assistance to help entities manage the costs of these endeavors and non-financial, direct technical assistance.	Eligible applicants include: County governments; City or township governments; District of Columbia; U.S. Territories. Local governments must apply through their state or territory; Native American tribal organizations (other than Federally recognized tribal governments); Native American tribal governments (Federally recognized)	Posted Jan. 6, 2025	Closing Date: April 18, 2025	Estimated Total Program Funding FY25: \$750M Award ceiling: \$150M Award floor: \$0		Yes	State of Maine	25% match	https://www.grants.gov/search-results-detail/358006	N	Y	N	N

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Bus and Bus Facilities Competitive Program (Section 5339(b)) FTA	Makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Designated recipients that allocate funds to fixed-route bus operators, states (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and also private nonprofit organizations engaged in public transportation. Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.	Currently closed	Applications previously due July 14, 2025	In FY 2024, the program received applications for 263 eligible projects requesting a total of \$4.4 billion. 55 projects were funded to 47 recipients totaling \$390 million. Award sizes ranged from \$131,168 to \$26,880,000.				20% match requirement	https://www.transit.dot.gov/bus-program	Y	N	N	N
Bus and Bus Facilities Formula Program (Section 5339(a)) FTA	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	Designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Currently closed						20% match requirement	https://www.transit.dot.gov/funding/grants/busprogram	Y	N	N	N
Capital Investment Grants (CIG) (Small Starts) Section 5309 FTA	Discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement: Project Development.	State or local governmental authorities. Small Starts projects must be new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit (BRT) projects. Small Starts projects must have a total estimated capital cost of less than \$400 million and must be seeking less than \$150 million in CIG program funds. The law defines fixed guideway as projects "using and occupying a separate right-of-way for the exclusive use of public transportation; using rail; using a fixed catenary system; for a passenger ferry system; or for a bus rapid transit system." [Section 5302(8)] This definition eliminates bus service operating on high occupancy vehicle lanes or high occupancy toll lanes from qualifying as fixed guideway service. Under the definition in law, eligible Small Starts projects can include heavy rail, light rail, commuter rail, streetcars, trolleybus, BRT, and ferries.	Currently closed	Rolling admission					20% match requirement	https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-12/CIG-Policy-Guidance-December-2024.pdf	Y	N	N	N
Defense Community Infrastructure Program DOD	The Defense Community Infrastructure Program is a competitive grant program designed to address deficiencies in community infrastructure that can/does support a military installation's readiness and lethality.	Eligible proposers include state or local governments and not-for-profit, member-owned utilities. Under the program, eligible community infrastructure projects are any complete and usable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility project that meets specific criteria. Projects must be located off a military installation OR on property under the jurisdiction of a Military Department that is subject to a real estate agreement (including a lease or easement). By statute, the program prioritizes submitted projects in the following order: military value; the training of cadets at independent covered educational institutions; military installation resilience; and, family quality of life.			Between FY 2020 and FY 2024, the Office of Local Defense Community Cooperation awarded 78 projects representing \$396 million in federal funding, \$270 million in non-federal funding, and \$666 million in total project cost.		No	SMPDC		https://oldcc.gov/our-programs/defense-community-infrastructure-program	Y	N	N	N
Emergency Management Performance Grant (EMPG) FEMA	Provides resources to state/local governments for all-hazards preparedness, prevention, protection, response, recovery and mitigation capability building.	All 56 states and territories are eligible to apply for the FY 2025 EMPG Program funds. Either the State Administrative Agency (SAA) or the state's Emergency Management Agency (EMA) is eligible to apply directly to FEMA for EMPG Program funds on behalf of each state or territory. However, only one application is accepted from each state or territory.	Currently closed	Previously due Aug. 11, 2025	Estimated Total Program Funding FY2025: \$319.5 million		Yes	State Administrative Agency	Minimum 50% non-federal match	https://www.grants.gov/search-results-detail/360151	N	Y	N	N
Flood Mitigation Assistance (FMA) FEMA	FMA is a nationally competitive grant program through FEMA that provides funding to states, local communities, federally recognized tribes and territories. Funds can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program (NFIP).	Eligible applicants include: Local Governments, Federally recognized Tribal Governments, and State Agencies who have a FEMA-approved Local Hazard Mitigation (LHMP). Sub-application types include (1) community flood mitigation projects and project scoping and (2) individual structure/property-level flood mitigation projects and project scoping.	Currently closed	Applications previously opened in fall for a winter submission.		Current administration is not expected to renew this grant.	No	SMPDC	25% match requirement	https://www.maine.gov/mema/sites/maine.gov/media/files/inline-files/FMA%20Fact%20Sheet_0.pdf	N	Y	N	N

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Homeland Security Grant Program FEMA	The Homeland Security Grant includes a suite of risk-based grants to assist state, local, tribal and territorial efforts in preventing, protecting against, mitigating, responding to and recovering from acts of terrorism and other threats. This grant provides grantees with the resources required for implementation of the National Preparedness System and working toward the National Preparedness Goal of a secure and resilient nation.	The State Administrative Agency (SAA) is the only entity eligible to submit HSGP applications to DHS/FEMA. HSGP funds are provided to SAAs, which manage and distribute the funds within their respective states or territories. SAAs issue subawards to local governments and other eligible organizations, ensuring that resources reach areas that need them to enhance security and disaster response. Allowable costs for SHSP, UASI, and OPSG generally fall into five main categories: planning, organization, equipment, training, and exercises (POETE). All projects funded under SHSP and UASI must demonstrate a clear connection to building capabilities that prevent, prepare for, protect against, or respond to acts of terrorism.	Currently closed	Previously due Aug. 1	\$18 million in funding for FY 2025		Yes	State Administrative Agency	There is no cost share requirement.	https://www.grants.gov/search-results-detail/360158	N	Y	N	N
Installation Readiness DOD	A needs-based grant program designed to assist states and communities to work with nearby installations to plan, enhance infrastructure, and implement measures that contribute to maintaining or improving a military installation's readiness and lethality.	Eligible entities for the Installation Readiness program include states, counties, municipalities, other political subdivisions of a state; special purpose units of a state or local government; other instrumentalities of a state or local government; and tribal nations. Projects may include the following: - a comprehensive review of natural and man-made threats and vulnerabilities; - targeted studies or plans concerning, but not limited to, transportation, land use/encroachment, utility services, housing, stormwater management, sewer, and communications; and, - table-top exercises with local military and civilian (public and private) leadership to review capacities of hard infrastructure and public services to respond to natural and/or man-made disruptions.	Open	Proposals and projects are considered through a rolling, nomination-based process: Service Nomination Process. The Military Services may nominate installation(s) for assistance through annual requests or may also nominate installations out of cycle. Community Nomination Process. State and local governments may self-nominate.			PNSY would be a good partner to tie the project with the local military presence.	SMPDC		https://oldcc.gov/our-programs/installation-readiness	N	Y	N	N
Midsize and Large Drinking Water System Infrastructure Resilience and Sustainability Program EPA	This grant program assists medium and large size public water systems with protecting drinking water sources from natural hazards, extreme weather events, and cybersecurity threats.	Eligible applicants for this grant program include public water systems that serve a population of 10,000 people or more. Projects or programs that may be funded through this opportunity are those which aim to increase the resilience of a water system to natural hazards, extreme weather events, or reduce cybersecurity threats.	Posted Date: Aug 05, 2025	Current Closing Date for Applications: Oct 06, 2025	Estimated Total 2025 Program Funding: \$9,500,000 Award Ceiling: \$9,500,000 Award Floor: \$					https://grants.gov/search-results-detail/360232	N	Y	N	N
National Fish Passage Program FY25 U.S. Fish and Wildlife Service	The National Fish Passage Program (NFPP) provides technical and financial assistance to partners to remove instream barriers and restore aquatic connectivity, improve community safety, and support local economies. Fish passage projects benefit communities by reducing flood risk, improving recreational opportunities, and improving roads while supporting native fish populations and aquatic ecosystems.	NFPP project examples include dam removals, culvert replacements, floodplain restoration, and the installation of fishways. It is estimated that for every \$1 million invested by the program, \$1.5 million in value is added to the economy. The program is delivered through U.S. Fish and Wildlife Service (Service) field offices nationwide. Local Service staff work with partners to identify and implement projects. Projects are based on sound science, advance the Service mission, and promote aquatic connectivity. Contact regional NFPP Coordinator in your area for information about program priorities and application process.	Posted Date: Sep 03, 2025	Current Closing Date for Applications: Dec 31, 2025	Estimated Total Program 2025 Funding: \$10,000,000 Award Ceiling: \$1,000,000 Award Floor: \$1				No	https://grants.gov/search-results-detail/360456	Y	Y	N	N
Pilot Program for Transit-Oriented Development Planning FTA	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.	State or local authorities Grants are available to assist in financing comprehensive or site-specific planning associated with eligible projects that seek to: - Enhance economic development, ridership, and other goals established during the project development and engineering processes - Facilitate multimodal connectivity and accessibility - Increase access to transit hubs for pedestrian and bicycle traffic - Enable mixed-use development - Identify infrastructure needs associated with the eligible project - Include private sector participation	Currently closed	Applications previously due: Aug. 2, 2024	\$14 million in funding for FY 2026 No award ceiling or floor.	Bike/Ped Improvements - provide how this would connect to transit (prior administration) and/or the local economy (current administration)	No	SMPDC	20% match requirement	https://www.transit.dot.gov/TODPilot	Y	N	N	Y
Planning Assistance to States (PAS) US Army Corps of Engineers (USACE)	USACE offers two types of planning assistance through PAS: technical assistance and comprehensive plans. Assistance under PAS covers all USACE mission areas to include flood risk management, ecosystem restoration, and navigation, as well as water supply and water resilience. The PAS program is limited to provided planning-level assistance; detailed design, specification, and construction are not included in this program. Implementation of deliverables under the PAS program is the responsibility of the non-federal partner. The typical timeframe for completing work under PAS is one to two years.	Eligible partners under PAS include any state, or group of states, federally recognized Native American Tribe (Tribal Nation), U.S. Territories, or other non-federal entities to include non-profit organizations with the support of the affected local government. Regional coalitions of governmental entities may also partner with USACE to develop water resources comprehensive plans. Examples of past studies and activities completed under PAS include: - Watershed planning - Flood risk management - Surface and groundwater quality - Stormwater management - Coastal resiliency - Environmental Conservation and Restoration - Water supply and demand - Wetland delineations - Stream assessments - GIS mapping	Open	Rolling admission			No	SMPDC	50% match requirement	https://www.usace.army.mil/Mission/Civil-Works/Technical-Assistance/Planning-Assistance/	N	Y	N	Y

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Port Infrastructure Development Program (PIDP) MARAD	A discretionary grant program administered by the Maritime Administration (MARAD). Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.	Eligible projects are within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port that improve the safety, efficiency, or reliability of: 1. The loading and unloading of goods at a port; 2. The movement of goods into, out of, around, or within a port; 3. Operational improvements at a port; 4. Resiliency in response to environmental factors; or 5. Infrastructure that supports seafood and seafood-related businesses. Eligible applicants include: State or a political subdivision of a State, or a local government; a public agency or publicly chartered authority established by 1 or more States; a special purpose district with a transportation function; an Indian Tribe, or a consortium of Indian Tribes; a multistate or multijurisdictional group of entities described above; a lead entity described above jointly with a private entity or group of private entities, including the owners or operators of a facility, or collection of facilities at a port.	Posted Jan. 31, 2025 NOFO Amended May 2, 2025	Expected Fall 2026 Applications previously due: September 10, 2025	Estimated Total Program Funding FY25: \$500M Award ceiling: \$125M Award floor: \$1M	Partnering with PNSY may provide stronger case as would connection to the economy or movement of goods for the shipyard.	No	SMPDC	20% match	https://grants.gov/search-results-detail/358404	Y	Y	N	N
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary FHWA	The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	PROTECT Discretionary Grant funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. Eligible applicants include: State or political subdivision of a State; metropolitan planning organization (MPO); unit of local government; special purpose district or public authority with a transportation function, including a port authority; Indian Tribe (as defined in 23 U.S.C. § 207(m)(1)); Federal land management agency that applies jointly with a State or group of States; multi-State or multijurisdictional group of entities described in the aforementioned	• FY 2024 and 2025 Opening: October 25, 2024 • FY 2026 Opening: October 27, 2025.	• FY 2024 and 2025 Deadline: February 24, 2025 • FY 2026 Deadline: February 24, 2026	\$876M total amount under current NOFO \$100k minimum award for planning; awards have ranged from \$142k - \$5.3M \$500k minimum award for resilience; awards have ranged from \$752k - \$60M No maximum awards FHWA anticipates up to 60 resilience awards	Benefit Cost Analysis (BCA) required for two of the four submission types	No	SMPDC	20% match	https://grants.gov/search-results-detail/356840	Y	Y	N	Y
Public Works and Economic Adjustment Assistance Programs FY 2025 EDA	EDA has authority to provide grants to meet the full range of communities' and regions' economic development needs from planning and technical assistance to construction of infrastructure.	There are no application submission deadlines. Applications will be accepted on an ongoing basis until the publication of a new PWEAA NOFO, cancellation of this PWEAA NOFO, or all available funds have been expended. EDA intends to review applications expeditiously upon receipt of the complete application.	Last Updated Date: Sep 17, 2025	Rolling	Estimated Total Program 2025 Funding: Unlisted Award Ceiling: \$30,000,000 Award Floor: \$100,000	Under this NOFO, EDA solicits applications from applicants in order to provide investments that support construction, non construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works program			Yes	https://grants.gov/search-results-detail/346815	Y	Y	Y	Y
Reconnecting Communities Pilot (RCP) Program USDOT	The RCP Program provides funding for two types of grants. Planning Grants will fund the study of removal, retrofitting, or mitigation of an existing facility to restore community connectivity; the conducting of public engagement; and other transportation planning activities. Capital Construction Grants will fund activities for carrying out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.	Community Planning Grants eligible applicants include: • a State • a unit of local government 2 • a Tribal government • a Metropolitan Planning Organization • a non-profit organization Capital Construction Grants eligible applicants include: • owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed; or • eligible Community Planning Grant applicant may submit the application in partnership with the facility owner to carry out the proposed project.	Anticipated Fall 2025	Previously due Sep. 30, 2024	Award ceiling: \$100M Award floor: \$0	Demonstrate project connection to the community	Planning - no Construction - yes	Planning - SMPDC Construction - facility owner	Planning - 20% match required Construction - 50% match required	https://www.transportation.gov/sites/dot.gov/files/2024-07/RCP-FY24-NOFO.pdf	Y	N	N	Y
Regional Infrastructure Accelerator Program FY 2025 - NOFO Reissuance USDOT	RIA grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program under Chapter 6 of Title 23, United States Code. These grants are intended to support RIAs that: 1) serve a defined geographic area; 2) act as a resource to qualified entities in the geographic area; and 3) demonstrate the effectiveness of the RIA to expedite the delivery of projects eligible for the TIFIA credit program.	All eligible public US based entities These grants are intended to support RIAs that: 1) serve a defined geographic area; 2) act as a resource to qualified entities in the geographic area; and 3) demonstrate the effectiveness of the RIA to expedite the delivery of projects eligible for the TIFIA credit program. Projects are not required to apply for or receive TIFIA credit assistance to be eligible; however, applicants who are considering the appropriateness of innovative financing methods to accelerate the delivery of eligible projects are strongly encouraged to apply. Each section of this notice contains information and instructions relevant to the application process for the RIA grants. All applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.	Posted Date: May 08, 2025	Current Closing Date for Applications: Jun 25, 2025	Estimated Total 2025 Program Funding: \$20,000,000 Award Ceiling: \$2,000,000 Award Floor: \$1,000,000	Must be eligible for TIFIA funding, but not required to use it.	No	All eligible public US based entities	No	https://grants.gov/search-results-detail/358865	Y	N	N	N

Funding Opportunity	Description	Eligibility Criteria and Applicable Element(s)	Opening Date	Deadlines/ Cycles	Estimated Funding and Award (as available)	Intangibles that would Support Success or Other Requirements of Note	Partners Required?	Proposed Applicant/Sub-Applicant	Cost-Share Requirement	Source/NOFO	Category: Transportation	Category: Resiliency	Category: Housing	Category: Equity
Urbanized Area Formula Program (Section 5307) FTA	Makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, non-emergency medical transportation, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under 49 U.S.C. 5307(a)(2) and (3).	Currently closed	Applications previously due: Nov. 1, 2024	\$6,943 million in funding for FY2026				Minimum 20% non-federal match.	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307/ ; https://www.federalregister.gov/documents/2024/09/27/2024-22161/urbanized-areas-formula-grant-programs-guidance-final-circular	Y	N	N	N
Safe Streets and Roads for All (SS4A) Grant Program FY24 USDOT	Funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.	County governments Independent school districts Native American tribal governments (Federally recognized) Special district governments Public and State controlled institutions of higher education City or township governments	Closed June 26, 2025 (anticipate similar schedule next year)		Implementation Grants: \$2,500,000 to \$25,000,000 Planning and Demonstration Grants: \$100,000 to \$5,000,000	Requires an Action Safety Plan to identify construction projects	No		Yes	https://grants.gov/search-results-detail/340385	Y	N	N	N

Programs in gray did not have project matches but were considered of note for later consideration on additional projects or if project descriptions adjust to meet criteria.

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Drinking Water State Revolving Loan Fund (DWSRF)	Assists eligible water systems in financing the cost of infrastructure needed to comply with SDWA requirements. EPA funds pass through the state, and the state allocates to chosen programs.	Eligible Projects: Public Health Projects, Treatment Facilities, Aging Infrastructure, Main Replacement, SDWA Compliance, Land Acquisition All projects that receive financing from the DWSRF program must first be placed upon the DHHS project priority list and then go through the DHHS approval process. Placement on the list is based on the standards and guidelines set forth by the SDWA and the priority ranking parameters established by the State of Maine's Intended Use Plan.	Open	Applications are accepted continuously during the year.	There is no minimum loan amount. The DHHS will determine the maximum loan amount based on availability of funds and project eligibility.	Not a grant, low cost financing			N/A	https://www.epa.gov/dwsrf	Y	Y	N	Y
MaineDOT's Active Transportation Partnership Initiative (ATPI)	This program intends to create strong municipal/State partnerships for safe and walkable village and downtown centers, increased opportunities for economic viability and quality of life, and investment in impactful enhancements to vulnerable road users safety in locations on, or adjacent to the State transportation network.	Eligible Applicants: Municipal Governments Eligible Project Locations: Locations on State or local public roads with VRU safety deficiencies that can be demonstrated or measured, and that have feasible solutions that will effectively increase safety. Eligible Project Scope: Design and construction of infrastructure enhancements only. The proposed bicycle and pedestrian infrastructure should align with best practices found in FHWA, AASHTO or NACTO design guides, or other widely accepted guidance documents.	Open	Rolling open application period	Max Project Award: \$500k for Safety Interventions, \$300k for Transportation Improvements		Yes, the municipality must apply	Town of Kittery	20% match required (for Safety Interventions, Transportation Improvements varies)	https://www.maine.gov/dot/programs-services/planning	Y	N	N	Y
MaineDOT's Business Partnership Initiative	If a municipality and a local business or businesses feel that state highway or state aid highway infrastructure are impediments to them being able to reach their economic potential, this program will allow them to improve a portion of state or state aid highway to enhance the business climate, create new opportunities, or to allow for expansion.	Eligibility is extended to projects on state and state aid highways that are related to business development and are sponsored by the local municipality and one or more businesses.	Open	Contact the traffic engineer in the MaineDOT Regional Office or the regional planner at 207-624-3300.	State share not to exceed \$1 million.		Yes, the municipality must apply with one or more businesses	PNSY, the Town, and a local business	The program will contribute a max of 33.3% of the total project cost, with a state share not exceeding \$1 million. The local community and business(es) must contribute 33.3% each.	https://www.maine.gov/dot/programs-services/planning	Y	N	N	N
MaineDOT's Bicycle and Pedestrian Program Funding (formerly Transportation Alternatives Program (TAP))	This program assists with funding sidewalks, pedestrian crossing improvements, off-road transportation-related trails, downtown transportation improvements, projects that address safety and/or ADA compliance concerns, etc. This is federal formula funded program, but administered by MaineDOT.	Project must be ready to construct within the next 3 years. Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs.	Open	Currently accepting applications for projects to be constructed 3 years out. Communities seeking construction outside of this timeline would need to contact the Program.	MaineDOT annually allocates the Bicycle and Pedestrian Program about \$4 million in federal funds for this statewide program.		No	SMPDC, option to include local agencies	10% match required	https://www.maine.gov/dot/about/funding/grants/bicycle-and-pedestrian-program-funding	Y	N	N	Y
General Resolution Program	The General Bond Resolution Program and the Maine Municipal Bond Bank have a fifty year history of providing Maine's communities access to low-cost funds through the sale of its highly rated tax-exempt bonds. Capital financing through the General Bond Resolution Program allows borrowers to take advantage of the Bond Bank's high investment grade rating, low-interest rates, and reduced issuance and post-issuance costs.	Eligible borrowers include: towns, cities, counties, school systems, water & sewer districts, and other governmental entities Examples of eligible projects include but are not limited to: - School construction or renovation - Road improvements - Upgrades to sewerage treatment plants or water systems - Landfill closures - Purchase of public safety vehicles - Other municipal construction or renovation projects and capital acquisitions	Open	Applications are accepted continuously during the year.	No minimum or maximum loan amount.		No	SMPC, could partner with the Town	N/A	https://www.mmbb.com/programs/general-resolution-program/	Y	Y	N	N
MaineDOT's Municipal Partnership Initiative (MPI)	A streamlined program to address municipal requests that deal with transportation infrastructure issues on state and state-aid highways, encourage economic opportunities and make improvements to infrastructure to increase its life or correct safety deficiencies.	The intent is to make improvements to the core of a road through various pavement preservation treatments, highway rehabilitation, or reconstruction. In order to be eligible, each project must also meet the following additional criteria: - Professional Engineer Certified - 10-Year Useful Life Minimum - Deliverability - Public Involvement - Betterment of the State Transportation System - Multiple Party Agreements - Right-of-Way Acquisition	Open	Annual	MPI's have been funded for as little as \$5,000 and as large as \$8,000,000. Projects less than \$200M have a \$1.2M MaineDOT Share CAP	Project impact on bettering the state transportation system	Yes, the municipality must apply	Town of Kittery	Projects less than \$200M require 20% match.	https://www.maine.gov/dot/sites/maine-dot/files/inline-files/MPI-Municipal-Guide-2025.pdf	Y	Y	N	N

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MaineDOT's Planning Partnership Initiative	Intended to address time-sensitive, locally initiated planning and feasibility studies. The approach is to study, evaluate, plan and scope transportation projects on or adjacent to the state and state aid highway system or for FHWA-eligible trail connections that are requested by a community. These are intended to be an administrative and financial partnership between the community requesting the study and MaineDOT. These are also intended to be simple, flexible, and fast-moving for new economic development and other high-priority proposals. These types of studies will be key in preparing projects for special federal funding applications such as grants under the Infrastructure Investment and Jobs Act.	Eligible studies include: - Economic development, land use, and transportation planning - Identification and evaluation of potential transportation alternatives - Transportation resiliency and transportation greenhouse gas emission reduction strategies - Build-out analyses and analysis of transportation impacts of undeveloped or underdeveloped land - Multimodal planning efforts to identify transportation deficiencies and strategies to address those deficiencies - Conceptual renderings of transportation alternatives - Cost estimating for potential future transportation improvements	Open	Rolling admission. Applying is as simple as a town official contacting the Planning Partnership Initiative administrator or regional planner in MaineDOT's Bureau of Planning. They will arrange a time to meet and begin a conversation about how the project might fit this program or other.	Planning Partnership Initiative funding is limited, is first come/first serve, and may vary. MaineDOT funding is generally capped at \$75,000; therefore, most studies will be \$150,000 or less in total cost.		Yes, the municipality must apply	Town of Kittery	The required cost share for a municipality is determined by the Municipal Valuation Cost Share Scale outlined in Section 10 of the MaineDOT Local Cost Share Policy.	https://www.maine.gov/dot/programs-services/planning	Y	Y	N	N
Maine Trails Program (MTP)	The Maine Trails Program (MTP) is a statewide initiative to support the design and development of trails for outdoor recreation and active transportation. Created by the Maine Legislature in 2024, the program is administered by the Bureau of Parks and Lands (BPL) within the Department of Agriculture, Conservation and Forestry. With \$30 million in state funding available through 2034, the program supports motorized, nonmotorized, and multi-use trails across Maine. Up to \$7.5 million per year may be awarded to trail projects to leverage at least \$3 million in public and private matching contributions.	Grants may be awarded to Municipalities, other qualified subdivisions of State Government, including executive branch departments and agencies; and Non-profit organizations under guidelines established by the Bureau of Parks and Lands as advised by the Maine Trails Advisory Committee. Eligible projects MUST include: Public Use and Access: Applications for MTP funding must ensure public access to the recreation improvements funded by the grant for the greatest duration possible.	Currently closed	Previously due Sep. 26, 2025	The first-year grant award cap is set at \$250,000.			SMPDC	10% match required	https://www.maine.gov/dacf/parks/grants/maine-trails-program.shtml	Y	N	N	N
Maine Workforce Transportation Program	Expanding access to reliable transportation, especially in rural Maine, to connect workers to employment opportunities supports economic security and workforce development.	Applications may be submitted by employers or groups of employers, municipalities, non-profit organizations, human service organizations, and public/private transportation providers.		Rolling while funds last	\$5,000,000 Budgeted, \$750,000 award cap		No, but it would strengthen the application.	Public/private transportation providers	20% match required	https://www.maine.gov/dot/about/funding/grants/workforce-pilot	Y	N	N	Y
Recreational Trails Program (RTP)	The Recreational Trails Program (RTP) is an assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The RTP provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. The Bureau of Parks and Lands has been designated the state agency to administer the program in Maine. This is federal formula funded program, but administered by MaineDOT.	The state has determined it will provide funds received under this program as grants-in-aid to municipalities, other qualified subdivisions of state government, and to qualified non-profit organizations under guidelines established by the Bureau of Parks and Lands in conjunction with the Maine Recreational Trails Program Advisory Committee. Eligible projects may include: - Maintenance and restoration of existing recreational trails. - Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails. - Construction of new recreational trails. - Acquisition of easements or fee simple title to property for recreational trails or recreational trail corridors.	Open					SMPDC	20% match required	https://www.maine.gov/dacf/parks/grants/recreational_trails_program.shtml	Y	N	N	N
Shore and Harbor Planning Grants	The Shore and Harbor Planning Grant program provides resources on a competitive basis for shoreline access planning, waterfront and harbor planning, identification and resolution of waterfront use conflicts, and planning, feasibility, and design efforts for resilient waterfront infrastructure. Shore and Harbor Planning Grant projects are often well prepared to compete for construction funding through other sources.	Municipal and regional projects in coastal towns. Funds to promote sound waterfront planning, harbor management, and balanced development of shore and harbor areas to improve marine infrastructure and assure access to the shore.	Currently closed. Information pertaining to the next round of funding (Fiscal Year 2026) will be available in March 2025	Previously due March 2024.	Grants of up to \$50,000 are available.		Not provided	SMPDC, could partner with Town	N/A	https://www.maine.gov/dmr/programs/maine-coastal-program/grants-and-rfps/shore-and-harbor-planning-grants	N	Y	N	N
Town of Kittery Capital Improvement Program (CIP)	To determine the projects included in the CIP, the Capital Improvement Committee studies the proposed capital projects and improvements involving major tangible assets and projects which are purchased or undertaken, in intervals of not less than five years, have a useful life of at least five years and cost over \$25,000.	The committee may: Consider the relative need, impact, timing and cost of these expenditures and the effect on the financial position of the Town. Prepare an annual report and recommend a Capital Improvement Budget for the next fiscal year, and a Capital Improvement Program including recommended capital improvements for the following four fiscal years.	Currently closed	Contact committee for inclusion on 2030-3034 Capital Improvement Plan	Over \$25k	This is not a funding program, but a plan for how the town allocates funding. However, inclusion in this plan would be a step towards receiving project funds/financial support from the Town of Kittery.	Yes	Town of Kittery	N/A	https://www.kittery.me.gov/capital-improvement-plan-committee	Y	Y	Y	Y
MaineDOT Urban Partnership Initiative (UPI)	Funding for active transportation.	Municipalities submit projects to MPO, then the MPO develops a prioritized project list.	Open	MPO submits priority list to MaineDOT by Nov. 1 every year.	\$3 million/year in state funding, split among 4 MPOs. Individual project capped at \$750,000 in state funds		Yes	Town of Kittery	50% local match	https://www.gpcog.org/DocumentCenter/View/3423/050724-PACTS-RTAC--Item-7--UPI	Y	N	N	Y

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MaineDOT Village Partnership Initiative (VPI)	Funding to reinvest and revitalize Village Centers or Downtowns to balance the use and safety of all village patrons, whether in automobile, walking or bicycling.	Any Maine village or downtown on a state or state aid highway where a community has a vision for significant improvements to lower-speed areas that are or could become a community center inviting businesses and community facilities and are walkable and bicycle friendly. VPI can be used to enhance existing or create new Village Centers that: 1) support mixed-use areas that serve the surrounding community(ies) with goods, services, and housing; and have at least one civic or religious facility, 2) be at least a half mile in length, have characteristics supporting speed limits of 30 mph or less and be built on a human scale making them walkable and bikeable for patrons and residents and have broadband available, and 3) be the focal point of a community and should reflect the personality, character, and history of that community.	Open	Contact regional planner at MaineDOT's Bureau of Planning	Depends on complexity of project and amount of design needed to be competitive on the federal level	Most investments will be made where provisions for broadband internet are or will be available. Initial scoping/preliminary design funded through a cooperative agreement between MaineDOT and community; positions Town to apply for further funding under a federally authorized program	Yes	Town of Kittery	Initial Planning/Feasibility - higher initial local share dependent on Municipal Valuation Cost Share Scale Preliminary Engineering & Final Design - 10% local share Capital Costs - 10% local share	https://www.maine.gov/dot/programs-services/planning	Y	N	Y	N
Unified Planning Work Program (UPWP)	Statement of work identifying planning priorities and activities to be carried out by an MPO under planning funds made available by the FHWA and/or FTA through Metropolitan Planning Program (MPP) grants. Developed at the regional level.	MPP grants are made directly to the State, who then allocates MPP assistance to MPOs based on formula. MPP grants are made to MPOs through subagreements with the State, based on the activities set forth in the UPWP. Eligible activities are those that support work elements and activities resulting in balanced and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area. Comprehensive transportation planning is not limited to transit planning or surface transportation planning, but also encompasses the relationships among land use and all transportation modes.	Open	Biennial	Based on formula developed by the State in cooperation with the MPOs and approved by the FTA. Funds are available for four years.	This is not a funding program, but a plan for how the MPO allocates funding. However, inclusion in this plan would be a step towards receiving project funds/financial support from the MPO.		SMPDC (KACTS)	20% local match IIJA amendment allows for no cost share for eligible planning activities that help communities with lower population densities or lower average incomes, compared to surrounding areas, expand access to public transportation.		Y	Y	Y	Y
Surface Transportation Block Grant (STBG) Program	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. This is federal formula funded program, but administered by MaineDOT.	Developed through the STIP/TIP process	Open	Annual	Formulaic allocation to states	Highly flexible program Transportation Alternatives (TA) IIJA set aside - 10% of STBG funds made available for smaller scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; administered competitively		Town of Kittery	20% local match	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.ctm	Y	N	N	N

Programs in gray did not have project matches but were considered of note for later consideration on additional projects or if project descriptions adjust to meet criteria.