

Cambridge Waterfront Development, Inc.
Cambridge Harbor Multimodal Connectivity Plan
Scope of Work: Funding Opportunities Memorandum
FINAL



Aerial View of Cambridge Harbor, Maryland
Source: U.S. DOT Volpe Center, June 2024

Prepared by the U.S. Department of Transportation Volpe National Transportation Systems Center on behalf of the Cambridge Waterfront Development, Inc.



The Cambridge Waterfront Development, Inc. (CWDI), is a non-profit development corporation formed by the City of Cambridge, Dorchester County, and the State of Maryland for purposes of collaborative planning and development of properties along and adjacent to the Cambridge waterfront. CWDI's mission is to develop the Cambridge Waterfront in partnership with the community to create and sustainably maintain Cambridge Harbor as an inviting, accessible, active, and enjoyable place to live, work, play and visit.



Financial and technical assistance for this study was provided by the National Park Service Chesapeake Gateways Office, Chesapeake Gateways Program.

Through Chesapeake Gateways, the NPS Chesapeake Gateways Office inspires and helps people discover, experience, and connect with the natural and cultural heritage and recreational opportunities of the Chesapeake Bay and the rivers, landscapes, and communities across its watershed. NPS Chesapeake Gateways works with people and partners to conserve and steward special places important to communities, visitors, and the nation, for this and future generations. Support through this program is typically in the form of collaborative partnerships, technical assistance, and grants. NPS Chesapeake Gateways provides technical assistance through staff expertise to aid the managers and partners of Chesapeake places and programmatic partners in conserving, restoring, interpreting, and providing access to cultural, natural, and recreational resources within the watershed.



The U.S. DOT Volpe Center was established within U.S. DOT in 1970 to bring technical capability and a future-oriented outlook to pressing national transportation issues. The DOT Volpe Center provides technical expertise and develops solutions to complex transportation challenges in support of U.S. DOT, other Federal, State, and local agencies, non-profit organizations, private entities, and others. NPS Chesapeake Gateways funds an interagency agreement with the DOT Volpe Center to bring transportation and access expertise and technical assistance to aid Chesapeake places and partners.



Introduction & Background

This memorandum identifies and discusses potential funding opportunities to support the strategies identified in the Cambridge Harbor Multimodal Connectivity Plan Scope of Work. Understanding which funding sources are available for specific activities is helpful in developing a financial strategy.

The Cambridge Waterfront Development Inc. (CWDI) and Cambridge Harbor project partners have played a critical role in contributing knowledge on available funding sources at multiple different scales. At the project kickoff in January 2024, funding opportunities were heavily discussed, alongside existing transportation challenges and ideas for solutions. These ideas were further refined at an additional partner meeting in July 2024.

Entities that have been identified are organized based on the scale at which they apply. These range from Federal and State grants to funding opportunities from local/regional or non-profit/community-based organizations. All the potential funding opportunities identified for the Cambridge Harbor Multimodal Connectivity Plan are summarized in



Table 1 and discussed in the sections that follow. Given the numerous grant programs that exist, this funding memo is not comprehensive of all potential opportunities, rather it is meant to serve as a starting point for funding opportunities that Cambridge Harbor and its partners could further explore to fund multimodal access at and around Cambridge Harbor and the City of Cambridge. In addition, due to the upcoming reauthorization of infrastructure funding after Fiscal Year (FY) 2026, it is important to note that not all these programs are guaranteed to exist after that point.

**Table 1. Potential Funding Opportunities for Cambridge Harbor Multimodal Connectivity Plan**

Program	Issuing Agency	Anticipated Application Cycle or Deadline
Federal Level Funding Opportunities		
<u>NPS Chesapeake Gateways</u>	National Park Service (NPS) Chesapeake Gateways Program Office	FY 25 Deadline: October 21, 2024
<u>Safe Streets and Roads for All (SS4A)</u>	U.S. Department of Transportation (DOT) Office of the Secretary of Transportation (OST)	FY 24 Deadline: 08/29/24, 5:00 pm Eastern FY 25-26 Deadlines: Yet to be announced
<u>Building Resilient Infrastructure and Communities (BRIC)</u>	Federal Emergency Management Agency (FEMA)	FY 24 Application Cycle: Anticipated to open in Fall 2024 and close in Winter 2025 (based on previous FY application cycle)
<u>FEMA Disaster Recovery Fund</u>	Federal Emergency Management Agency (FEMA)	Yet to be announced
<u>Reconnecting Communities Pilot Program (RCP)</u>	U.S. DOT Federal Highway Administration (FHWA)	Summer – Fall (Due Sep 30, 2024 for this FY)
<u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u>	U.S. DOT Federal Highway Administration (FHWA)	FY 25 Deadline: 01/13/25, 11:59 pm Eastern FY 26 Deadline: 01/13/26, 11:59 pm Eastern
<u>U.S. Economic Development Administration (EDA) Local Planning & Technical Assistance Grant</u>	U.S. Economic Development Administration	Applications are accepted on a rolling basis and processed as received.
<u>Active Transportation Infrastructure Investment Program (ATIIP)</u>	U.S. DOT Federal Highway Administration (FHWA)	FY 23 Deadline: 07/17/24, 11:59 pm Eastern FY 24 Grant Cycle and Deadline: Yet to be announced
State Level Funding Opportunities		
<u>Transportation Alternatives Program (TAP)</u>	Maryland Department of Transportation (MDOT)	FY25 Deadline: 05/15/24, 8:00 AM
<u>Recreational Trails Program (RTP)</u>	MDOT SHA	FY25 Deadline: 05/15/24, 8:00 AM
<u>Maryland Department of Natural Resources (DNR)</u>	Maryland Department of Natural Resources (DNR)	Varies; For Chesapeake and Local Grants Gateway, the FY25 Deadline: 09/18/24, 11:59 PM



Program	Issuing Agency	Anticipated Application Cycle or Deadline
Community Development Block Grant (CDBG) Program	Maryland Department of Housing	Yet to be announced
Governor's Office Crime Prevention and Policy Grants	Maryland Governor's Office	Varies
Maryland Department of Commerce	Maryland Department of Commerce	Varies
Maryland DNR Open Space Grants	Maryland Department of Natural Resources (DNR)	Varies
Local/Nonprofit Community-Based Organizations Funding Opportunities		
Robbins Foundation	Robbins Foundation	Varies
Midshore Community Foundation	Midshore Community Foundation	Varies
Nathan Foundation	Nathan Foundation	Varies

Federal Level Funding Opportunities

NPS Chesapeake Gateways Grants

Chesapeake Gateways Program Office Grants

The [NPS Chesapeake Gateways Grant program](#) offers competitive grant opportunities to advance the Chesapeake Bay Initiative Act of 1998 within the Chesapeake Bay watershed. Grant funding supports projects in the Chesapeake Bay Watershed that advance equity, inclusion, community engagement, and accessibility through two major themes:

- Advancing a Major Inclusive Interpretive Initiative with an Equity Lens.
- Promoting Resilient Communities & Landscapes Through Tourism, Sustainability, Conservation & Local Economies.

The program offers two levels of funding, small and large grants, as well as grant training workshops.

Eligible Applicants

The grant opportunity is open to a broad list of eligible entities, but proposals must address at least one of the two strategic themes and projects / programs must be conducted within the watershed to be considered.¹

¹ While applicants can be from outside the Chesapeake watershed, only projects that take place in the watershed will be considered.



- State, County, City/Township, or Special District governments
- Independent school districts
- Public and State controlled institutions and Private institutions of higher education
- Native American tribal governments (Federally recognized) and Native American tribal organizations (other than Federally recognized Tribal governments)
- Public housing authorities/Indian housing authorities
- Nonprofits having a 501(c)(3) status with the IRS and nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education
- For profit organization other than small businesses
- Small businesses

Eligible Project Types

Proposals may include more than one action or activity. Eligible projects under this program include projects that identify, conserve, restore, and/or interpret natural, recreational, historical, and/or cultural resources within the Chesapeake Bay Watershed to enhance public education of and access to the Chesapeake Bay. Projects must advance equity, inclusion, community engagement, and accessibility through at least one of the two major themes. Projects must be located within the [Chesapeake Watershed boundary](#). Grants may not be used for acquisition of property or services of direct benefit to the Federal government, including support of the day-to-day operations of a federal agency.

Example Awards

In FY 2023, NPS Chesapeake Gateways awarded 22 grants totaling nearly \$2.3 million, which included a \$149,520.56 award for The James River Association's [Seeing is Believing - Linking 5th Grade Hampton City Students with Local Culture and Nature through Outdoor Environmental Education](#) Project. The project advances a curriculum which connects 5th grade students and teachers in 21 elementary schools with nature and culture, through a professional development session, in-class lessons and hands-on field experiences, and community environmental days.

The program will provide approximately \$1 million for the FY 2024 grant cycle with an estimated range of \$25k - \$150k in funding per award. It is anticipated that the program will fund approximately five to six small grants (\$25k - \$50k) and three to four large grants (\$51k - \$150k) in the FY 2024 cycle.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This grant program is well-aligned with Cambridge Harbor Multimodal Connectivity Plan. The FY 2025 application cycle is anticipated to open in Summer 2024 and close on October 21, 2024. There may be sufficient time for CWDI to prepare an application for this deadline. Alternatively, CWDI could plan to prepare an application for a potential future round of this funding. The Cambridge Harbor Multimodal Connectivity Plan is aligned well with the second major theme of the program, "Promoting Resilient Communities & Landscapes Through Tourism, Sustainability, Conservation & Local Economies." The Cambridge Harbor Multimodal Connectivity Plan would be an eligible project type. CWDI or the City could take on the role of lead applicant. It is recommended that the lead agency include project partners, though not required. More information on the program and eligibility can be found on the program page linked in



Table 1.

Safe Streets and Roads for All (SS4A)

Established under the Bipartisan Infrastructure Law (BIL) the [SS4A Grant Program](#) provides funds for planning, demonstration, and implementation projects that aim to keep vulnerable road users (pedestrians, bicyclists, etc.) safer on street networks. The City of Cambridge has already received FY23 funds for a Planning and Demonstration Grant to develop a Vision-Zero Safety Action Plan for its street network, which will directly influence the creation of a bicycle and pedestrian network. In future fiscal years, the city can also apply for an implementation grant for projects, but they must be identified in the Action Plan with justification.

Eligible Applicants

Eligible applicants include the following:

- A political subdivision of a State or territory, defined in the fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) as a unit of government created under the authority of State law. This includes cities, towns, counties, special districts, certain transit agencies, and similar units of local government created under State law.
- A federally recognized Tribal government.
- Metropolitan planning organizations (MPOs).
- A multijurisdictional group of entities from the ones described above (select one lead applicant from group).

Eligible Project Types

The SS4A Program has three types of activities that are incorporated into applications. Each of these activities consist of specific tasks that define the project type, which consist of the following:

1. Action Plan development activities
 - Develop a new Action Plan
 - Enhance an existing local road safety plan, Tribal transportation plan, or other planning document to include all SS4A components of an Action Plan
2. Eligible supplemental planning activities
 - Action plan updates
 - Action plan consolidation
 - Complementary safety plan development
 - Road safety audits
 - Equity analysis, including analysis focused on equitable enforcement
 - Follow-up data collection and safety analysis
 - Progress reporting
 - Stakeholder engagement and collaboration
 - Roadway safety planning
3. Eligible demonstration activities
 - Feasibility studies
 - MUTCD engineering studies
 - Behavioral or operational activity pilot programs



- New technology pilot programs

Example Awards

The City of Cambridge was awarded \$320,000 for a Planning & Demonstration grant for FY23. This grant will be used to both develop a Road Safety Action Plan and perform demonstration activities related to the master plan, such as vertical deflection, closing streets to automobile traffic, and enhanced signage and markings. See the following webpage for other example awards: [All Years' SS4A Grant Awards](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This program is extremely well aligned with the work that this plan will pursue. The City of Cambridge's ongoing creation of a Road Safety Action Plan directly aligns with active transportation planning, the backbone of multimodality in a small city. The demonstration activities that the city is performing, including restriping and bollard installation, will test how streets can look and function when their rights-of-way are reconfigured for vulnerable road users. This will be helpful to see in real-time, and road user feedback will inform the recommendations made in the Multimodal Connectivity Plan. Both the Action Plan and Multimodal Plan will support each other and be critical for applying for a SS4A Implementation Grant in the future.

Building Resilient Infrastructure and Communities (BRIC)

Funded through the Federal Emergency Management Agency (FEMA), the [BRIC program](#) supports projects that address hazard mitigation and management, where the goal is to reduce risks from natural hazards and disasters.

Eligible Applicants

Eligible applicants include states, territories and federally recognized tribal governments. They can submit an application on behalf of subapplicants including local governments, cities, townships, counties, special district governments, state agencies and federally recognized tribal governments (who choose to apply as subapplicants). Subapplicants must submit them to their applicant for review and submission.

Eligible Project Types

BRIC funds may be used for:

- Capability- and capacity-building activities
- Mitigation projects
- Management costs

Project must adhere to the following criteria:

- Cost-effective.
- Designed to increase resilience and reduce risk of injuries, loss of life, and damage and destruction of property.
- Meet either of the two latest published editions of relevant consensus-based codes, specifications and standards.



- Align with the applicable hazard mitigation plan (HMP).
- Meet all criteria found in the 2023 Hazard Mitigation Assistance Program and Policy Guide (HMA Guide).
- Meet all applicable federal, state, tribal, and local floodplain and land use laws defined in the HMA Guide.
- Meet all Environmental and Historic Preservation (EHP) requirements.

Example Awards

For FY20, the City of Cambridge was awarded \$3.86 million for a hazard mitigation project that addressed flooding concerns related to sewer systems. See the following webpage for other example awards: [Summary of Fiscal Year 2023 Subapplications](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This program could be further utilized for implementation projects that would protect the City of Cambridge from climate impacts such as flooding, based on the results of the study. This protects multimodal infrastructure from severe effects of climate change.

FEMA Disaster Recovery Fund

Funding through the [FEMA Disaster Recovery Fund](#) was [announced for Cambridge](#) in February 2024. This funding will support a flood barrier along the Choptank River and updates to the city's stormwater management system. This funding source is essential for flood management and increasing the city's resilience. This includes the resilience of transportation infrastructure, for which further funding could be pursued.

Eligible Applicants

Eligible applicants include states, territories, and federally recognized tribal governments. Subapplicants include local governments, including cities, townships, counties, special district governments, state agencies and federally recognized tribal governments (who choose to apply as subapplicants). The City of Cambridge, which would be a subapplicant, must submit an application to the State of Maryland.

Eligible Project Types

Eligible activities in this program include:

- Capability- and capacity-building activities
- Mitigation projects
- Management costs

Projects funded by this program must:

- Be cost-effective.
- Be designed to increase resilience and reduce risk of injuries, loss of life, and damage and destruction of property.
- Meet either of the two latest published editions of relevant consensus-based codes, specifications and standards.



- Align with the applicable hazard mitigation plan (HMP).
- Meet all criteria found in the 2023 Hazard Mitigation Assistance Program and Policy Guide (HMA Guide).
- Meet all applicable federal, state, tribal, and local floodplain and land use laws defined in the HMA Guide.
- Meet all Environmental and Historic Preservation (EHP) requirements.

Example Awards

The City of Cambridge has received a FEMA Community Development Disaster Recovery Grant for flood resiliency for \$630,000 to perform a three-year study on evaluating resiliency options. The city has been awarded Phase One for design at \$1.7 million, and Phase Two, construction, will be awarded upon approval of the design by FEMA.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Stormwater resilience infrastructure often intersects with transportation infrastructure. The flood barrier along the Choptank, for example, will help support the shared-use path that parallels the riverfront, that is planned to be expanded. Creating an inviting waterfront area in Cambridge Harbor will help support tourism opportunities as well, bringing more vulnerable road users to the area.

Reconnecting Communities Pilot Program (RCP)

The [Reconnecting Communities Pilot Program](#) (RCP) provides awards to support transportation access projects that connect communities by supporting neighborhood level equity, safety, and affordability. Grant funding will be prioritized that demonstrates the following characteristics:

- Equity and Justice⁴⁰ (i.e., will benefit economically disadvantaged communities)
- Access
- Facility Suitability
- Community Engagement, and Community-based Stewardship, Management, and Partnerships
- Equitable Development
- Climate Change Mitigation and/or Adaptation and Resilience
- Workforce Development and Economic Opportunity
- Planning Integration

Eligible Applicants

Eligible applicants include:

- States
- Units of local government
- Tribal governments
- Metropolitan planning organizations
- Non-profit organizations



Eligible Project Types

The RCP has two different types of grants: Capital Construction and Community Planning. They are summarized below:

Capital Construction: To fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address:

- Removal of a dividing facility
- Enhance community connectivity
- Improved access by building or improving Complete Streets.

Community Planning: To provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address:

- Community engagement activities
- Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities (for example: mobility, safety, environmental and public health impacts, etc.)
- Conceptual or preliminary engineering or design
- Other needs including land-use and zoning reform, transit-oriented development, housing supply, among others

Example Awards

For example awards, see this webpage: [Reconnecting Communities FY23 Awards](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Addressing barriers in transportation systems is an essential component in the RCP. While the U.S. 50 corridor is an essential longer distance regional corridor, from the City of Cambridge's perspective, it is also a barrier for the city as well as Cambridge Harbor. In a partnership with the city and the CWDI organization, an application could be submitted to study the most feasible approach to constructing a not-at-grade crossing at U.S. 50 to connect the neighborhoods on each side of the thoroughfare.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The [RAISE Grant Program](#), established under the BIL, funds a wide variety of infrastructure projects across the nation by investing in road, rail, transit, and port projects to achieve national objectives. This program was previously known as BUILD and TIGER, dating back to the Recovery Act of 2009.

Eligible Applicants

Eligible applicants for RAISE grants include:

- States and the District of Columbia
- Any territory or possession of the United States



- Units of local government
- Public agencies or publicly chartered authority established by 1 or more States
- Special purpose districts or public authority with a transportation function, including a port authority
- Federally recognized Indian Tribe or a consortium of such Indian Tribes
- Transit agencies
- Multi-State or multijurisdictional groups of entities that are separately eligible

Eligible Project Types

Eligible projects for RAISE grants include:

- **Capital projects** including but not limited to:
 - Highway, bridge, or other road projects eligible under title 23, United States Code
 - Public transportation projects eligible under chapter 53 of title 49, United States Code
 - Passenger and freight rail transportation projects
 - Port infrastructure investments (including inland port infrastructure and land ports of entry)
 - The surface transportation components of an airport project eligible for assistance under part B of subtitle VII (see FAQ # 10 for details)
 - Intermodal projects
 - Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
 - Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
 - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.
- **Planning projects** which include planning, preparation, or design (for example - environmental analysis, equity analysis, community engagement, feasibility studies, benefit cost analysis (BCA), and other pre-construction activities) of eligible surface transportation capital projects that will not result in construction with RAISE FY 2024 funding.

Example Awards

Example awards can be found here: [RAISE 2024 Awards](#) and [TIGER/BUILD/RAISE 2009 to 2023 Awards](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

The City of Cambridge can apply for this program for multimodal roadway projects in the planning, design, or implementation phase.



U.S. Economic Development Administration (EDA) Local Planning & Technical Assistance Grant

The U.S. EDA has a [Planning and Local Technical Assistance Program](#) that accepts applications on a continuing basis.

Eligible Applicants

Eligible applicants for this program include:

- County governments
- Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education
- State governments
- Public and State controlled institutions of higher education
- Special district governments
- Native American tribal governments (Federally recognized)
- Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education
- City or township governments
- Other (see “Additional Information on Eligibility” on the website for details)

Eligible Project Types

This program’s eligible activities are divided into two categories:

- Planning investments for District Organizations, Indian Tribes and other eligible entities
- Short-term planning investments to states, sub-state planning regions, and urban areas

Example Awards

The median amount of Partnership Planning and Short-Term Planning investments has been approximately \$70,000. Historically, EDA has awarded funds for between 320 and 450 Planning projects a year, of which approximately 310 have been for Partnership Planning awards.

The median amount of Local Technical Assistance investments has been approximately \$100,000. Historically, EDA has awarded funds for between 30 and 50 Local Technical Assistance projects a year.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This program could be used to develop a plan for a systemwide shared-use path network that would support vulnerable road users’ access to the local economy. The application would need to provide support that creating this infrastructure network will contribute positively to local economic development opportunities.



Active Transportation Infrastructure Investment Program (ATIIP)

This is a [new competitive grant program](#) that provides funding for active transportation infrastructure projects that are at a system-level. It is unclear as to whether this program is only for the current fiscal year or will continue in the future.

Eligible Applicants

Eligible applicants include:

- Local or regional governmental organizations, including a metropolitan planning organizations or regional planning organizations or councils
- Multicounty special district
- States
- Multistate groups of governments
- Indian tribes (BIL § 11529(l)(5))

Eligible Project Types

This program awards two types of proposed projects:

- **Planning and design** projects, to develop plans for active transportation networks and active transportation spines
- **Construction projects**, to provide safe and connected active transportation facilities in an active transportation network or active transportation spine

Example Awards

Because this fiscal year is the first that the program is being administered, there are no existing awards for this program as of July 2024.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Cambridge's vision of a strip of pathway along the waterfront and over US 50 with radiating trails from the development to city parks in the area would be an example of how this grant could be utilized for planning purposes. Construction funds to carry a project like this forward are available, but they are limited and extremely competitive.

State of Maryland Funding Opportunities

Transportation Alternatives Program (TAP) (Through Maryland DOT [MDOT]/United States Department of Transportation [USDOT])

The [TAP](#) is a reimbursable federal aid funding program for transportation-related community projects. Funds are distributed by the State DOT. These funds are granted to projects that enhance mobility, accessibility, cultural significance, aesthetics, historic significance, and environmental issues in the state's transportation network.



The MDOT Secretary's Office (TSO) also has grants that support infrastructure projects.

Eligible Applicants

Eligible project sponsors include:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource and public land agencies
- School districts and local education agencies
- Tribal governments
- Metropolitan Planning Organizations (MPOs) serving populations less than 200,000
- Non-profit entities
- Any local and governmental entity with oversight of transportation or recreational trails

Eligible Project Types

The proposed projects must relate to surface transportation and meet the criteria for one of the qualifying TAP categories, which include generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Additionally, projects in Maryland must:

- Benefit all potential users and allow free use by a broad segment of the public;
- Maintain a reasonable duration of the intended public use, as determined by MDOT SHA;
- Be located on publicly owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project; and
- Comply with the Americans with Disabilities Act (ADA), National Environmental Policy Act (NEPA) and all other applicable state and federal regulations (e.g., pedestrian and bicycle facilities must meet state and federal standards for width, grade, signing, and materials).

Example Awards

The [Cross County Connector Trail project](#) in Grasonville, Queen Anne's County, is an example of TAP funds being put to use for a shared-use path.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

One of the priorities of the TAP is to create more bicycle and pedestrian facilities, a frequent theme of the multimodal connectivity plan scope of work for Cambridge. As the City and CWDI move forward with planning work and have identified implementation projects that include adding vulnerable road-user facilities, the TAP should be considered as a potential funding source.



Recreational Trails Program (RTP) (Through MDOT/USDOT)

The purpose of the [RTP](#) is to provide federal funds to states to distribute to applicants that develop and maintain both land and water-based trail facilities for both motorized and non-motorized uses. Therefore, eligible applicants apply to the state for this funding.

Eligible Applicants

Projects can be sponsored by:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource and public land agencies
- School districts and local education agencies
- Tribal governments
- 501c(3) non-profit agencies

Eligible Project Types

Eligible project types include:

- Maintenance and restoration of existing recreational trails, including signage, bridges and boardwalks
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails
- Lease of recreational trail construction and maintenance equipment
- Construction of new recreational trails (with restrictions for new trails on Federal lands)
- Acquisition of easements and property for recreational trails or recreational trail corridors
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to the use of recreational trails

Example Awards

Financial Fiscal Year 2023 Grant Awardees are listed [here](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Cambridge, or even a partnership with Dorchester County, could utilize this program for either water “trail” infrastructure or to further develop land-based trails in the area. A paper streets right-of-way transformation project would be an example of how to utilize this program within the city.

Maryland Department of Natural Resources (DNR)

The Maryland DNR supports a wide variety of [grant programs](#), some of which can be used for infrastructure projects that have positive environmental implications. A relevant example is the [Chesapeake and Coastal Grants Gateway](#), which is built for projects that incorporate climate resilience and strengthen communities and their economies.



Eligible Applicants

Eligible applicants include the following:

- Local jurisdictions
- Non-governmental organizations
- Institutions of higher education
- For-profit entities

Eligible Project Types

Though it varies by program, eligible activities under the Chesapeake and Coastal Grants Gateway Program, for example, are not distinctly described, rather the outcomes are the focus:

- Acceleration of recovery and restoration of natural resources by implementing non-point source pollution reduction projects
- Understand and enhance capacity to plan for impacts from coastal and precipitation based flood events
- Design and construct habitat restoration projects to address erosion and flooding in communities and on public lands
- Improve student ability to take action benefitting Chesapeake and coastal ecosystems through outdoor learning and stewardship
- Foster sustainable development and use of Maryland waterways with projects that benefit the general boating public
- Protect waterfront property and enhance wildlife habitat utilizing nature-based living shoreline techniques

Example Awards

A list and map of funded projects can be found [here](#) on the DNR webpage for the FY25 Chesapeake and Atlantic Coastal Bays Trust Fund.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Similar to other efforts, Cambridge could utilize this to address both transportation and climate resilience objectives simultaneously.

Community Development Block Grant (CDBG) Program

The [CDBG Program](#) is administered by the Maryland Department of Housing and Community Development based on allocations received from the United States Department of Housing and Urban Development (HUD).

Eligible Applicants

Units of general local government in non-entitlement counties with a population of less than 200,000 and non-entitlement cities and towns of less than 50,000 population are eligible to apply. The City of Cambridge is therefore eligible to apply.



Eligible Project Types

Eligible project types fall into three categories:

- Housing
- Public facilities (water/sewer, streets, childcare, senior/community centers, shelters)
- Economic development projects

Example Awards

A list of State Fiscal Year 2021 grant awardees can be found [here](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

A CDBG could be utilized to strengthen Cambridge's local transportation network in combination with other work that addresses affordable housing and employment opportunities. Eligible projects include public facilities, and "streets" are listed under that category. This could be a chance for the city to improve street facilities.

Governor's Office Crime Prevention and Policy Grants

The State of Maryland's Governor's Office offers [several grant programs](#) that address crime prevention and policy.

Eligible Applicants

Eligible applicants depend on the specific grant under this umbrella.

Eligible Project Types

Eligible project types depend on the specific grant under this umbrella.

Example Awards

For example awards of sub-recipients, see the Governor's Office of Crime Prevention and Policy Grants [interactive map](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

The City of Cambridge can strategically apply to select programs with a project that address prevention through infrastructural design, advancing multimodal goals with a public safety lens.

Maryland Department of Commerce

The Maryland Department of Commerce has several [grant and funding opportunities](#), but one that could especially useful for Cambridge is the [Rural Maryland Economic Development Fund](#). This program aims to boost economic activity in rural regions in the State of Maryland. These funds can be used to develop infrastructure, including transportation facilities. \$50 million in grant funds were made available in 2022 and it is unclear if and how much additional funding may be made available in the future.



Eligible Applicants

The eligible applicants vary depending on the program, but as an example, the Rural Maryland Economic Development Fund directly supports regional councils in efforts to increase economic development in rural counties.

Eligible Project Types

Eligible uses of the funds include:

- Developing infrastructure such as utilities, transportation, and broadband to support the attraction, retention, or expansion of businesses
- Developing infrastructure related to specific industry sector development including manufacturing, cyber security, and the life sciences
- Workforce development and attraction of talent
- Projects that stimulate entrepreneurship and innovation

Example Awards

In 2022, five rural regional councils, representing the Upper, Mid and Lower Eastern Shore, Southern Maryland, and Western Maryland submitted proposals to the Maryland Department of Commerce outlining how they planned to use up to \$10 million available through the Rural Maryland Economic Development Fund.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Dorchester County is considered a rural county and could use some of these funds to help support connections from Cambridge to the greater Eastern Shore Region.

Maryland DNR Open Space Grants

Administered by Maryland DNR, [Program Open Space](#) provides financial and technical assistance to assist communities in acquiring land for public open space. This program is funded through a state property transfer tax that comes directly from homeowners and landowners.

Eligible Applicants

Counties receive the funding for this program.

Eligible Project Types

Projects must address the enhancement and development of the county's natural and physical resources.

Example Awards

The projects being completed through this program in Dorchester County are outlined in this document: [FY2024 Dorchester County Annual Program - rev 3-15-24](#).

Applicability to Cambridge Harbor Multimodal Connectivity Plan

Select FY24 identified projects take place in Cambridge, including the Dorchester County Pool upgrades and the Dorchester County Athletic Complex repaving and striping of their parking lot.



Local Nonprofit/Community-Based Organization Funding Opportunities

Robbins Foundation

The [Pauline F and W David Robbins Charitable Foundation](#) in Cambridge is available to provide financial assistance to small capital projects and educational programs.

Eligible Applicants

Grants are provided to other nonprofit organizations in the region.

Eligible Project Types

This program primarily funds grants for operations and capital projects for organizations like the Dorchester County YMCA, the Skipjack Race, local community nonprofits, and sites like heritage buildings and grave yards.

Example Awards

This program supported the Habitat for Humanity of the Choptank's project of constructing homes on Wells Street in Cambridge.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This program can help support small infrastructure projects that have been outlined in the Cambridge Harbor Multimodal Connectivity Plan Scope of Work.

Midshore Community Foundation

The [Midshore Community Foundation](#) distributes grants that enhance the quality of life throughout the Midshore Region. The enhancement of the waterfront areas near Cambridge Harbor, for example, could be an eligible activity.

Eligible Applicants

Eligible applicants include nonprofit organizations who are located in Caroline, Dorchester, Kent, Queen Anne's, or Talbot County and involved in their community and/or the greater region.

Eligible Project Types

Project proposals submitted for grant funds should be community-focused and aim to enhance quality of life for residents first and foremost.

Example Awards

Past grantees include Harriett's House in Cambridge, the Community Civic League of Federalsburg, Chesapeake Housing Mission in Salisbury and Grace United Methodist Church's food pantry. Grants typically support programs and range between \$5,000 and \$15,000.



Applicability to Cambridge Harbor Multimodal Connectivity Plan

Cambridge Harbor's Multimodal Connectivity Scope of Work is inherently about increasing the quality of life for residents and tourists alike through transportation planning and implementation.

Nathan Foundation

The Nathan Foundation is the largest charitable organization in Dorchester County. The foundation provides grants to qualified non-profit entities to pursue projects that seek to benefit the residents of Dorchester County. CWDI is eligible to [apply](#) for this grant.

Eligible Applicants

Nonprofit organizations are eligible to apply.

Eligible Project Types

Projects in Dorchester County are eligible to apply.

Example Awards

In 2021, the Habitat for Humanity for the Choptank was awarded funds from the Nathan Foundation to construct a Tool Lending Library in the community for resident home repairs.

Applicability to Cambridge Harbor Multimodal Connectivity Plan

This program awards funds for community-oriented projects that have localized benefits to residents. Small infrastructure projects in Cambridge would certainly produce these benefits, and it's reasonable to believe that a grant from the Nathan Foundation could support that work.