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Coalfields Expressway Preliminary Engineering Study Funding Strategy and Roadmap

Bristol District, Virginia

November 2025

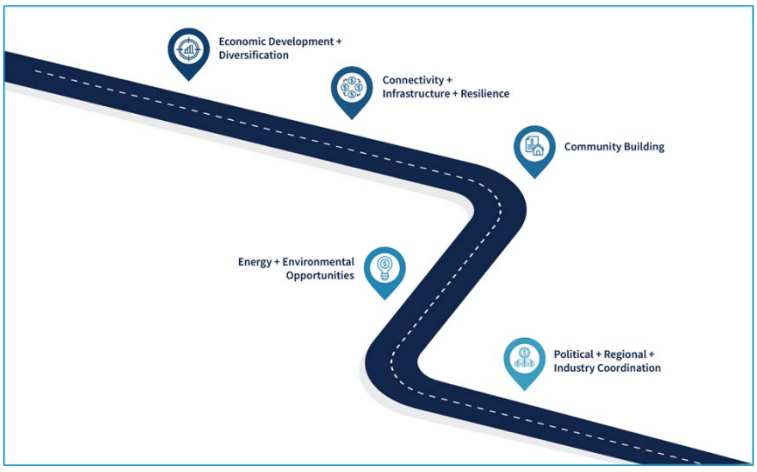
Executive Summary

The Coalfields Expressway (CFX) is one of Southwest Virginia's most consequential long-term transportation investments to improve mobility, enhance safety, and catalyze economic revitalization in historically underserved coalfield communities. This Funding Strategy and Roadmap provides the Coalfields Expressway Authority (CFXA), VDOT, local partners, and regional stakeholders with a strategic framework to advance remaining segments of the corridor toward fundable, constructible readiness. It builds upon decades of planning and incremental progress, assesses current conditions and emerging needs, and outlines a coordinated approach to securing the financial resources required to complete this transformative project.

Purpose and Value of the Roadmap

The roadmap answers two questions:

(1) Why is the CFX investment critical? and **(2) What outcomes will CFX deliver?** Through a review of past planning, stakeholder interviews, economic and transportation data, and lessons learned from similar large corridor projects in the region, this study establishes a strategic direction for advancing CFX. It identifies priority actions and partnerships to position CFX for federal, state, regional, and private investment. The strategy also complements recent analyses documented in the Existing Conditions and Future Conditions memoranda, which illustrate the region's escalating truck volumes, documented safety concerns, and persistent barriers to economic diversification without modern highway access. These data points reaffirm the urgency of progressing the CFX construction-ready segments.



Roadmap Themes and Strategic Actions

Five major themes emerged from stakeholder interviews, case studies, and regional priorities:

- **Economic Development + Diversification:** CFX is foundational to attracting new industries, expanding industrial sites, and strengthening tourism, logistics, and workforce access. The strategy calls for strong partnerships with economic development organizations and consistent storytelling about opportunities linked to highway access.
- **Connectivity + Infrastructure + Resilience**: Sequencing and building momentum through smaller, independently useful segments is essential. Emphasis is placed on safety improvements, freight mobility, reduced travel times to jobs and services, and alignment with funding programs focused on rural connectivity and economic livelihood.

- **Community Building**: The corridor should serve as a catalyst for housing, healthcare, education, and recreation investments. Leveraging reclaimed mining lands and models like Southern Gap can demonstrate approaches to revitalizing coalfield communities**.**
- **Energy + Environmental Opportunities**: The project offers opportunities to align transportation improvements with environmental restoration and land-use goals**.**
- **Political + Regional + Industry Coordination:** Sustained advocacy and partnerships are necessary, with CFXA serving as a convening body to amplify regional voices, secure a variety of funding opportunities, and pursue innovative delivery approaches**.**

Funding Strategy and Action Plan

The funding strategy provides a comprehensive evaluation of federal, state, regional, and private funding and financing opportunities. Various opportunities were assessed for eligibility, competitiveness, match requirements, and alignment with CFX objectives, as well as considerations for how each opportunity may be used to advance CFX and regional priorities.

Key actions for advancing the corridor include:

- **Prioritizing high impact segments** with strong funding and partnership alignment, such as the Pound Connector Alpha Section and Bizzack Section.
- **Using pre-development grants** to complete engineering, NEPA re-evaluations, benefit–cost analyses, and readiness work.
- **Pursuing eligibility enhancements**, including potential Appalachian Development Highway System (ADHS) designation or Critical Rural Freight Corridor status.
- **Stacking and braiding** multiple funding sources, including in-kind contributions, soft match (toll credits), and other state/local resources.
- **Strengthening coalitions and advocacy**, emphasizing the corridor's economic, safety, and community impacts.
- **Embedding resilience and community benefits** into grant narratives, supported by quantitative data and regional needs.
- **Maintaining an adaptive, ongoing evaluation process** to monitor progress and adjust strategies based on evolving funding opportunities and corridor priorities.

Conclusion

The CFX is a transformational opportunity to reshape the economic trajectory of Southwest Virginia. While significant challenges remain, the region has demonstrated sustained commitment and innovative progress through coal synergy construction, strategic partnerships, and targeted investment. This Funding Strategy and Roadmap provides the direction, tools, and actions necessary to move CFX into its next phase, positioning segments for competitive funding, building political momentum, and advancing toward a connected, resilient, and economically vibrant region.

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Overview and Purpose

This report was developed to provide the Coalfields Expressway Authority (CFXA) with preliminary engineering study support to advance the Coalfields Expressway (CFX) project to future milestones. Specifically, this report is intended to inform a funding strategy and roadmap outlining steps to advancing the CFX by:

- Identifying additional activities or analyses necessary to support funding applications and opportunities; and
- Assessing funding and financing opportunities to support construction of the CFX.

The Coalfields Expressway Roadmap establishes the goals and priorities for the CFX based on stakeholder input, regional needs, and lessons learned from similar infrastructure projects. It answers the questions "Why is this investment critical, and what outcomes will it deliver?" and provides actions to continue amplifying the need and impact of the CFX and move towards fundable, constructible segments of the roadway.

The Comprehensive Funding Strategy builds on this foundation by detailing "How do we secure the resources to achieve these goals?" It is intended to be complementary to the Roadmap by providing detailed information about funding and financing opportunities and actionable steps for pursuing federal, state, local, and private funding, aligning program requirements with project priorities.

Analyses of CFX's current operational challenges and future demand are detailed in the Existing Conditions and Future Conditions memoranda. These documents provide detailed analyses of baseline traffic volumes, safety performance, and projected freight activity through 2045, and may be used as data points to inform any future efforts related to the funding strategies and roadmap.

Background

US 121, designated as the Coalfields Expressway (CFX), has long been envisioned as a transformative transportation corridor for Southwest Virginia, designed to improve mobility and connectivity, enhance safety, and stimulate economic development in historically underserved coalfield communities experiencing high unemployment and declining population. Upon its completion, CFX will link Interstates 64 and 77 in West Virginia with US 23 in Virginia, which links to interstates in Kentucky and Tennessee, as shown in **Figure 1: CFX Interstate Connectivity**.

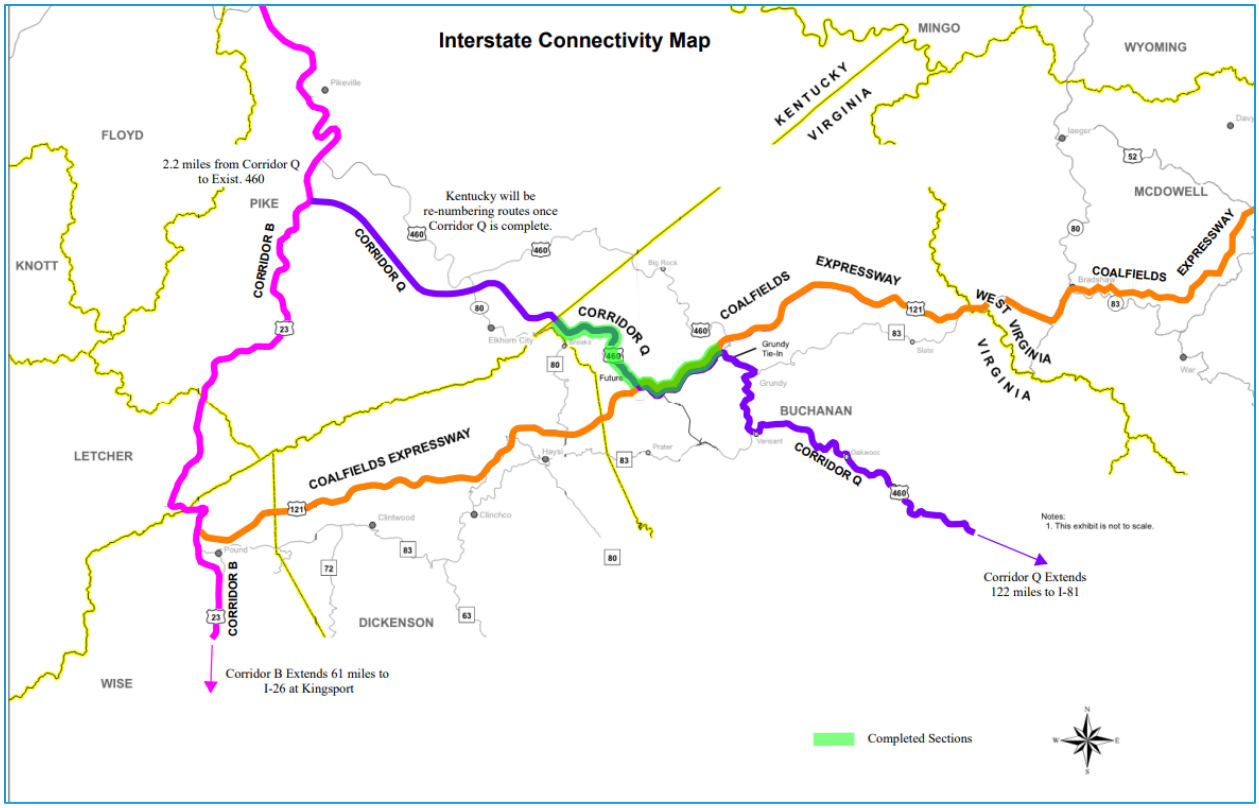

Figure 1: CFX Interstate Connectivity

The sections below provide an overview of decades of planning, environmental review, and incremental progress towards completion of CFX.

Federal Designation and Early Planning

The journey began in 1995, when Congress designated the Coalfields Expressway (CFX) in Virginia as a High Priority Corridor under the National Highway System Designation Act. This action extended the corridor into Virginia, following a ridgeline alignment generally parallel to VA 83 through Buchanan, Dickenson, and Wise counties. The designation underscored the project's national significance and its role in connecting Appalachian communities to broader markets.

Location Study and NEPA Milestones

Virginia advanced planning with the Coalfields Expressway Location Study, completed in 2000 and approved by the Commonwealth Transportation Board (CTB). This study informed the Final Environmental Impact Statement (FEIS), which received federal approval in September 2001, followed by a Record of Decision (ROD) in November 2001. These actions established the preferred alignment and cleared the way for preliminary engineering. In 2009, FHWA and VDOT completed a NEPA re-evaluation for the Rockhouse section (Section IIIC) to address alignment changes and updated environmental conditions. Several years later, in 2014, FHWA issued a Notice of Intent for a Supplemental EIS to evaluate alternatives not fully addressed in the 2001 FEIS. NEPA compliance remains an active process. Beyond the original FEIS and ROD, multiple re-evaluations have addressed alignment changes and environmental updates, including the Pound Bypass and other refinements.

Financial Planning and Feasibility

In 2006, VDOT prepared the Initial Financial Plan, outlining cost estimates and funding strategies. A Limited Feasibility Study in 2007 reassessed project viability amid evolving economic conditions. By 2009, FHWA and VDOT completed an Environmental Re-Evaluation for the Rockhouse section, ensuring compliance with NEPA as design refinements emerged.

Institutional Support and Renewed Commitment

Recognizing the corridor's economic potential, the Virginia General Assembly created the Coalfields Expressway Authority (CFXA) in 2017. CFXA is tasked with promoting funding opportunities and accelerating development for CFX, reinforcing the state's commitment to the project. Over the past several years, state budget amendments and federal funding through the Appalachian Development Highway System (ADHS) and congressionally designated spending programs have been pursued and awarded.

Construction Progress, Segment Development, and Corridor Relationship

Recent years have seen tangible progress on CFX, particularly where it shares alignment with Corridor Q/US 460 in Buchanan County. The Corridor Q/US 460 Connector, overlapping with CFX near Breaks Interstate Park and Grundy, opened its first segment in 2020. This was followed by an additional 8 miles of shared US 460/US 121 (Corridor Q/CFX overlap) in 2023, including the Hawks Nest Alpha Section to Southern Gap.

These segments were advanced using unique public-private partnerships deploying coal synergy construction, where active mining operations facilitated roadway grading and earthwork under NEPA-permitted roadway purposes or post-mining land use plans. Poplar Creek Phase A, a 2.74-mile segment, opened in October 2025 at a cost of approximately $200 million, also benefiting from coal synergy to reduce excavation costs and environmental impacts. Currently, Poplar Creek Phase B is under construction, with completion anticipated by 2027.

Coal Synergy: An Innovative Partnership

Coal synergy construction is a public-private partnership that leverages the use of larger equipment and mining practices with the collection of incidental coal to advance highway development. This partnership between transportation agencies and private coal companies has been central to advancing CFX segments in Appalachian terrain, delivering cost savings and environmental benefits while fostering regional economic development.

Benefits

- Cost savings: Coal companies handle excavation during mining, reducing earthwork costs
- Lower impact: Coordinated mining minimizes redundant environmental disturbance
- Permitted roadbeds: NEPA or post-mining permits allow leaving prepared roadbeds for future highway

While CFX and Corridor Q are distinct projects, their close linkage in Southwest Virginia has been strategically planned to reduce construction costs and environmental impacts in the region's challenging terrain. Approximately seven miles of US 121 share alignment with Corridor Q, and this overlap has benefited from dedicated federal funding available to Corridor Q as part of the ADHS with funding not accessible to the broader CFX corridor. As a result, shared segments have advanced more rapidly, while the remaining CFX mileage outside this overlap remains unfunded. This underscores the importance of leveraging lessons from Corridor Q's phased delivery and funding strategy.

These segments represent critical links in the broader corridor and demonstrate phased delivery strategies and the strategic deployment of coal synergy construction to advance connectivity and economic development in Southwest Virginia.

Current Status and Future Outlook

As of late 2025, approximately eight miles of CFX alignment overlapping US 460 are open to traffic, with additional segments under construction. CFX segments not overlapping US 460, characterized as sections west toward Pound and east toward West Virginia are unfunded, but planning continues to leverage innovative construction methods and partnerships. VDOT's 2024 Annual Financial Plan[1] indicates that the current cost estimate to complete CFX is $2.5 billion with completion of additional NEPA required milestones and project advancement dependent upon identification of funding. The CFX remains a cornerstone of Southwest Virginia's long-term transportation strategy, promising improved connectivity and economic opportunity for generations to come. The current status of the CFX is shown in **Figure 2. Coalfields Expressway Project Status (September 2025)**

Connectivity to Kentucky and West Virginia

In October 2025, Kentucky completed the final section of its US 460 improvements in Pike County. The final 17-mile, four-lane section links US 23 at Pikeville to US 460 in Grundy, Virginia, reduces travel from 43 miles to 33 miles and improves mobility, and connectivity between Virginia and Kentucky, as well as provides a link to the future segments of CFX in Virginia. As part of its construction, more than 200 acres of flat land suitable for industrial development were created. The location of multiple industrial sites along the corridor brings additional economic activity to the region.

West Virginia, like Virginia, has made slow but incremental progress in constructing its portions of CFX, having faced many of the same challenges as Virginia in funding the project and has used the coal synergy approach to advance some segments. While key segments have been constructed and are open to traffic and other portions are advancing through planning and preliminary engineering, the state still has a substantial distance to go before its section reaches the Virginia border. West Virginia must secure additional funding to complete the remaining miles through difficult terrain, making the eventual state-line connection a longer-term goal. Nonetheless, each completed or advancing segment brings the corridor closer to linking with Virginia's work, forming the continuous, multi-state route originally envisioned.

[1] US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Program Financial Plan Annual Update, November 30, 2024. VDOT.

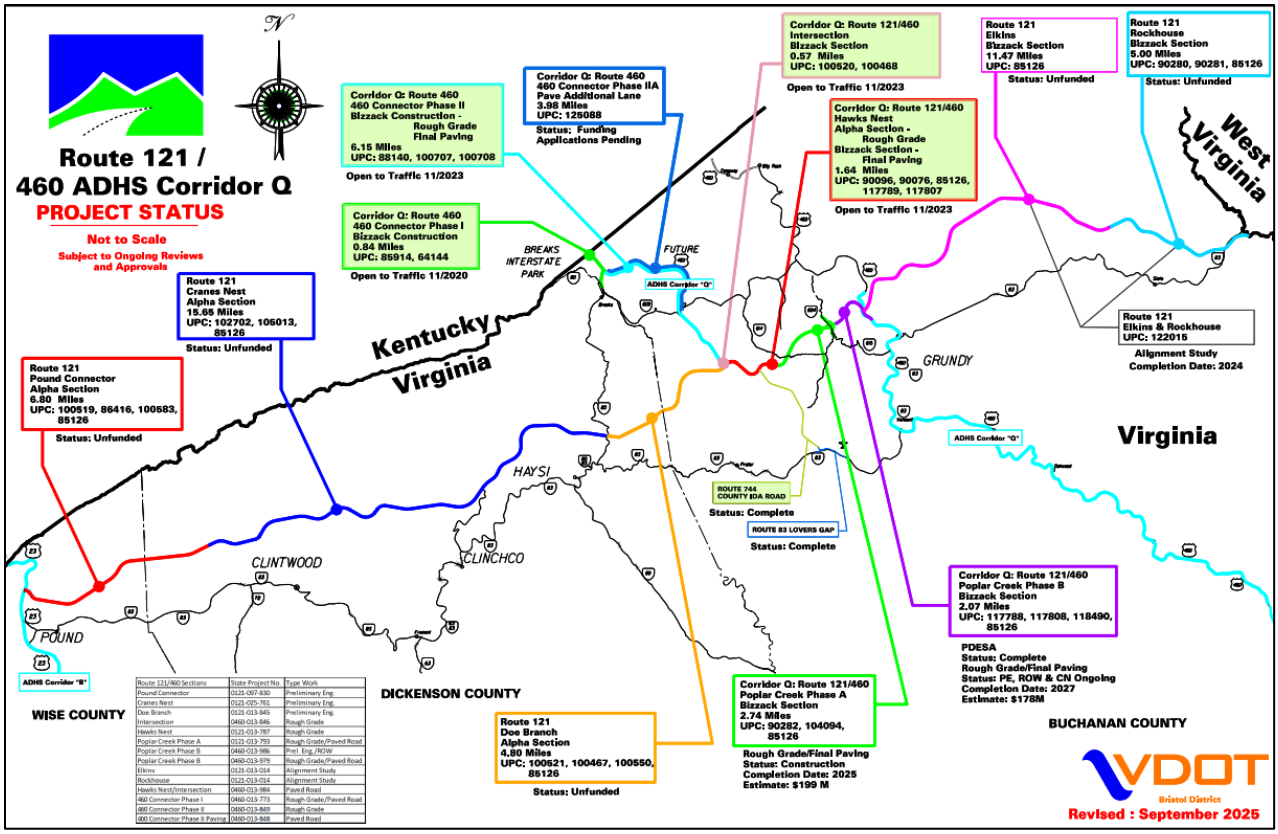

Figure 2. Coalfields Expressway Project Status (September 2025)

Project Highlights

Case studies of similar projects in the Appalachian Region were developed using a combination of interview insights, publicly available information from project and agency websites, and news articles. Each case study provides an overview of major projects constructed in the region, highlighting their progression, delivery approaches, funding strategies, and outcomes. The projects were mapped to the CFX Roadmap Themes to provide practical examples informing and supporting the overall strategies presented in the Roadmap and Funding Action Plan. The primary takeaways from these projects show that segmentation and sequencing are central to all four, enabling phased delivery, targeted funding, risk management, and demonstration of innovative strategies. In addition, each project is part of a broader regional initiative (e.g., Coalfields Expressway, Mountain Parkway Expansion, King Coal Highway), with individual segments contributing to long-term regional transformation. An overview of the project highlights is provided in **Table 1: Regional Project Highlights** below, while detailed project information is in **Appendix D**.

Table 1: Regional Project Highlights

Project Name and Location	Economic Development + Diversification	Connectivity + Infrastructure + Resilience	Community Building	Energy + Environmental Opportunities	Political + Regional + Industry Coordination
Corridor Q/US 460 Connector (Buchanan County, VA)	Advances job creation and economic diversification, including access to industrial sites in Kentucky and local industrial development sites	Provides critical multi-lane highway links with sequenced investments building momentum	Integrates reclaimed mining lands into transportation/community development near Southern Gap	Coal synergy construction reduces environmental impacts	Multi-level coordination among VDOT, federal agencies, local governments, elected officials, and private partners in innovative partnership
Mountain Parkway Expansion - Magoffin-Floyd Section (KY)	Closes a critical gap in Eastern Kentucky's highway network, supporting regional transformation and new industries	New four-lane corridor improves safety, reduces travel times, enhances access to jobs, schools, healthcare	Cross-county alignment minimizes property impacts with public engagement integrating community priorities	Bridge designs and earthwork minimize ecosystem disruption	Multi-level coordination (state, federal, local) with progressive design-build approach
Red Jacket Section - King Coal Highway (Mingo County, WV)	Accelerates economic development in rural areas	New four-lane corridor overcomes isolation, improves safety, supports freight, tourism, recreation	Project design considers community impacts and supports revitalization	Coal synergy construction aligns with land use strategies, environmental compliance, flood mitigation, ecological studies	Federal, state, local coordination with special agreements among King Coal Highway Authority and private industry partnerships
US 460 Corridor Improvements (Pike County, KY)	Opens access to industrial sites, supports manufacturing, logistics, tourism, and diversification beyond coal	Modern four-lane highway improves safety, mobility, and regional connectivity to Virginia and future Coalfields Expressway	Improves access to jobs, education, healthcare; supports tourism and community retention	Environmental mitigation: stream protection, archaeological surveys, wildlife habitat preservation	Collaboration among KYTC, ARC, FHWA, local governments, and private stakeholders; coordination with VA and WV

Funding Roadmap

Coalfields Expressway Roadmap Development

The **Coalfields Expressway (CFX) Roadmap**, shown in **Figure 3: Coalfields Expressway Roadmap**, was developed through a synthesis of stakeholder interviews, literature and document reviews, local and regional priorities, and lessons learned from similar infrastructure projects. The process involved:

- Analysis of Stakeholder Interviews: Interviews were held with local, regional, and federal stakeholders to understand the reasons for the designation of the CFX, current factors driving the need for CFX, ideas on how to advance the project, and perceived benefits resulting from the construction of CFX. Responses were reviewed and grouped into themes reflecting the region's needs, aspirations, and challenges.
- Identification of Strategic Actions: For each theme, actions and steps were distilled from stakeholder feedback.
- Integration with Case Studies: The themes were cross-referenced with lessons learned from Corridor Q, US 460, Mountain Parkway, and King Coal Highway projects, reinforcing their relevance and applicability.

The Coalfields Expressway Roadmap will help answer the questions "Why is this investment critical, and what outcomes will it deliver?" and provides actions to continue amplifying the need and impact of the CFX and move towards fundable, constructible segments of the roadway.

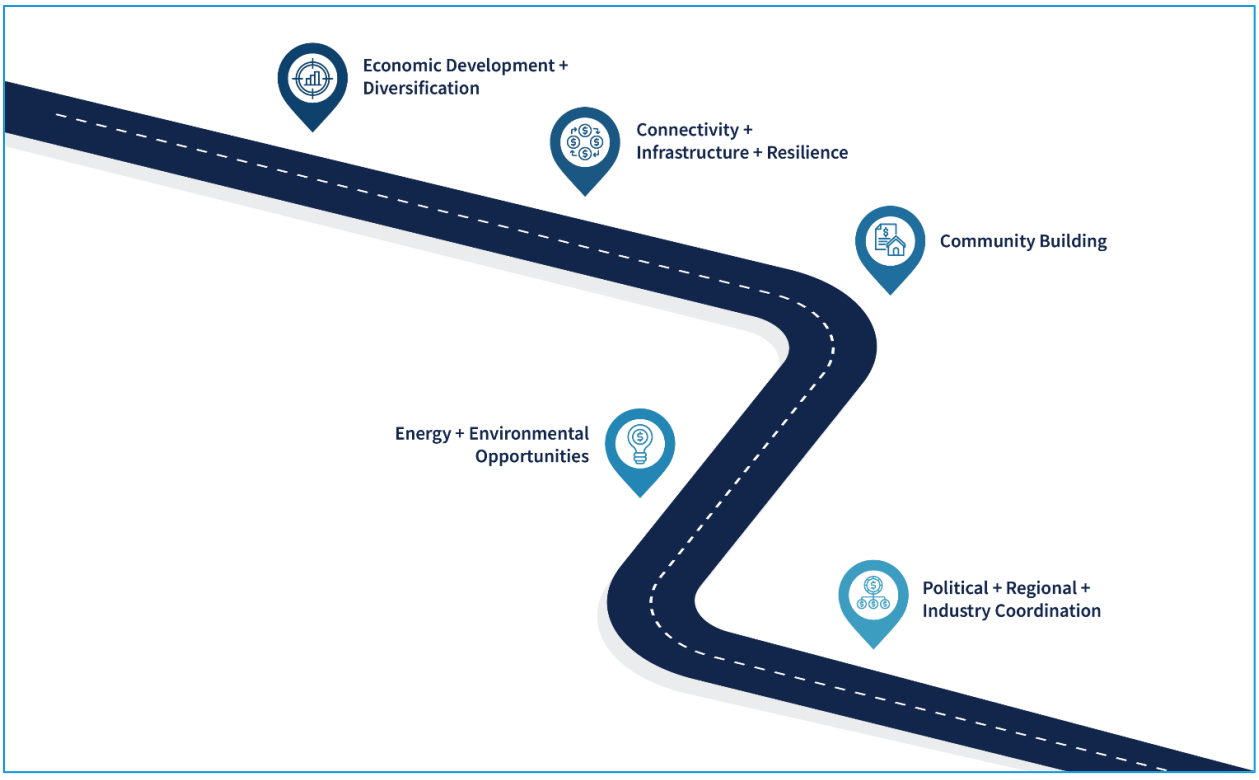

Figure 3: Coalfields Expressway Roadmap

Theme 1: Economic Development + Diversification

Goal: Transform the region, attract new industries, and diversify beyond coal

Strategic Actions:

- Economic Impact: Continue to advance initiatives that support job creation and economic diversification
- Partnerships: Foster partnerships with regional economic development and housing authorities to advance a shared regional vision
- Storytelling: Promote regional success stories to build momentum and attract investment and share lost opportunities due to lack of transportation infrastructure

Theme 2: Connectivity, Infrastructure + Resilience

Goal: Overcome isolation, improve access, safety, and support freight movement, tourism and recreation

Strategic Actions:

- Access: Collaborate to identify and prioritize investments that support connectivity among communities; increase safety; reduce travel times to jobs, school, and healthcare facilities; and that promote economic growth goals including tourism and recreation
- Progress: Focus on sequencing investments to build momentum and demonstrate proof-of-concept projects to attract additional investment and support
- Stack: Leverage and coordinate funding opportunities with shared and diverse objectives to maximize the benefits of improved connectivity, safe infrastructure, and regional resilience for prioritized segments

Theme 3: Community Building

Goal: Revitalize communities, address population decline, and support housing/healthcare

Strategic Actions:

- Placemaking: Position reclaimed mining lands and coal synergy as catalysts for sustainable community development, integrating smart land use and resilient infrastructure
- Integration: Embed housing, education, and healthcare priorities into funding strategies to strengthen social infrastructure and attract investment
- Blueprint: Advance flagship models like Southern Gap to demonstrate scalable approaches for community revitalization
- Impact: Frame population decline and health challenges as opportunities for transformative investment in grant narratives

Theme 4: Energy + Environmental Opportunities

Goal: Advance clean energy and resilient infrastructure

Strategic Actions:

- Partnerships: Pursue partnerships for energy integration, resilient design, and transportation infrastructure
- Resilience: Incorporate flood mitigation, environmental compliance and sustainability in all efforts
- Land Use: Align roadway development and land use strategies to promote win-win solutions

Theme 5: Political, Regional + Industry Coordination

Goal: Build coalitions, secure legislative action, and leverage partnerships

Strategic Actions:

- Advocacy: Convene local, regional, state, and federal stakeholders to advocate for CFX
- Governance: Strengthen governance and CFX advancement by leveraging CFXA as a convening body
- Innovation: Explore opportunities for innovative delivery and public-private partnerships to advance regional goals and infrastructure needs

Funding Action Plan

Building on the roadmap, a successful funding strategy for CFX is built on a comprehensive understanding of available financial resources, eligibility requirements, and the unique opportunities and challenges of the region. The strategy is informed by funding opportunities presently available from federal and state sources, as well as proven approaches from projects such as Corridor Q/US 460 in Virginia, US 460 in Kentucky, the Mountain Parkway Expansion in Kentucky, and the King Coal Highway in West Virginia.

Articulate the Vision and Build the Case

To secure the resources necessary for advancing CFX, clearly position CFX as a transformative investment for Southwest Virginia and the Appalachian region, leveraging quantitative data from recent corridor studies (Existing and Future Conditions memos), including projected increases in truck volumes (e.g., VA 83 truck AADT rising to over 30,000 by 2045) and documented safety challenges e.g., (fatal crash rates on VA 83 exceeding statewide averages). These metrics, combined with stakeholder feedback highlighting the region's urgent need for modern highway access, form the foundation of a compelling funding narrative. The CFX Roadmap may be used to guide broader actions and messaging.

Identify and Analyze Funding Sources

The methodology for identifying and analyzing funding and financing opportunities for the CFX project is grounded in direct professional experience managing VDOT funding, complemented by targeted research using authoritative federal resources such as the USDOT Competitive Grants Dashboard and individual program websites. Funding opportunities were systematically reviewed across federal, state, and regional programs relevant to transportation infrastructure, economic development, community revitalization,

and rural needs. Each program was analyzed for eligibility, match requirements, and strategic alignment with CFX's objectives and roadmap themes.

Strategic alignment was rated as "high," "medium," or "low" based on the degree to which each program's objectives, eligibility criteria, and allowable activities matched the core needs and characteristics of the CFX project:

- **High:** The program is highly accessible to CFX, with clear eligibility, strong alignment to project needs, and minimal barriers to application or award.
- **Medium:** The program is moderately accessible, with partial alignment and notable competition, match requirements, or other constraints.
- **Low:** The program is not readily accessible, with limited alignment, significant barriers, or a focus unrelated to CFX's core objectives.

In addition, each program was assessed for its potential to provide **direct or indirect support** for advancing CFX:

- **Direct support** refers to funding for planning, engineering, or construction activities that move CFX closer to construction and should be prioritized for immediate project needs.
- **Indirect support** encompasses opportunities that build broader support for CFX, such as economic development, community building, or marketing. While not directly funding construction, these programs can help create a favorable environment for CFX by strengthening the region's economic development activities, capacity, stakeholder engagement, or overall perception of the project's impact.

What the Funding Matrix Includes

The **CFX Funding Opportunity Matrix (Appendix A)** provides a comprehensive reference tool for decision-making and represents the results of the analysis listed above. For each program, the matrix includes:

- Program Description: A summary of the funding opportunity and its purpose
- Eligibility Information: Who can apply and what types of projects qualify
- Award Details: Minimum, maximum, and typical award sizes
- Match Requirements: Federal/non-federal share requirements
- Application/Request Information: Timing, deadlines, and process considerations
- Risks and Constraints: Key limitations, competitiveness factors, and potential barriers
- Strategic Alignment: High/Medium/Low rating based on fit with CFX objectives
- Strategy for Use: Direct or indirect designation indicating how funds can support CFX along with areas of focus to increase CFX alignment with each program
- Connected Roadmap Themes: Linkage to the CFX Roadmap themes

The matrix serves as both a prioritization tool and a planning resource, enabling VDOT and stakeholders to quickly identify the most promising funding sources and understand how each aligns with CFX needs and objectives.

How to Use This Information

- **Reference the matrix** to match each funding opportunity to your project's current needs and strategic goals, ensuring resources are focused where they will have the greatest impact.
- **Start with programs rated "high" and "direct"** for the primary funding strategy, as these offer the greatest likelihood of success and the most immediate impact on project advancement.
- **Use "medium" and "indirect" programs** to supplement the region's needs, fill gaps, or build momentum, especially where additional effort or partnerships can strengthen the case for funding.
- **Reference the "Strategy for Use"** information to better understand how CFX is best aligned for each opportunity, as well as for potential actions to increase CFX alignment with each program.

Funding Opportunities Fact Sheets

In addition to the Funding Opportunities Matrix, two-page fact sheets detailing information about each funding program are included in **Appendix B: Funding Opportunities Fact Sheets**.

Match and Cost-Share Opportunities

The approach for identifying and validating matching and cost-share opportunities was grounded in practical experience with federal and state transportation funding mechanisms, supplemented by targeted research using authoritative sources such as FHWA guidance, USDOT program manuals, and 2 CFR cost principles. A summary of match and cost-share opportunities is shown in **Table *2*: Match and Cost-Share Opportunities** below, with greater detail provided in **Appendix C: Matching Opportunities**.

Table 2: Match and Cost-Share Opportunities

Match Opportunity	Description	Considerations
Braided Funding	Combines multiple federal sources on one project with each retaining its "identity" and reporting	▪ Requires early coordination with federal agencies and VDOT ▪ Each federal program must have statutory authority allowing braiding ▪ Separate accounting and documentation required for each source
In-Kind Contributions	Allows value of some non-cash resources, such as donated materials, equipment, land, or professional services to count toward non-federal share	▪ Require early coordination with FHWA and VDOT ▪ Must be documented at fair market rates ▪ Must be documented in grant agreement
Local Resources	Local funds demonstrate commitment and serve as match	▪ Demonstrate strong commitment ▪ Limited in availability ▪ Requires early, strong coordination with local government to align with budget processes
Other State Funds	Funding from state non-transportation sources can be	▪ May include other agency funds or special appropriations

Match Opportunity	Description	Considerations
	applied toward the non-federal share of eligible projects	▪ Ensure funds are truly state funds and not derived from another federal source ▪ Requires strong coordination to align with budget processes
Soft Match (Toll Credits)	Act as a credit to satisfy match requirements, allowing up to 100% federal reimbursement	▪ State must have toll credits available and approved by FHWA ▪ Only applicable to certain federal transportation programs and must include statutory eligibility for soft match to satisfy non-federal share requirements ▪ Coordinate with VDOT early to determine availability and confirm eligibility with FHWA ▪ Use of soft match must be documented in grant agreement

Align Strategic Fit with Project Needs

Using the Funding Opportunity Matrix, align funding opportunities with the corridor's most pressing needs:

- Prioritize high-impact segments by considering focusing initial funding efforts on segments with independent utility and demonstrated benefits, such as the Pound Connector Alpha Section and Bizzack Sections. These segments offer immediate improvements in connectivity, safety, and economic opportunity, as evidenced by the network and accessibility analyses.
- Leverage federal, state, and regional programs by targeting those rated as "high" and "direct" alignment with CFX objectives, including those supporting rural freight corridors, safety improvements, and economic diversification.
- Secure eligibility for high-value programs by pursuing designations making CFX eligible for additional funding streams:
    - Explore inclusion in the ADHS to access dedicated federal resources for economic development corridors.
    - Initiate steps for Critical Rural Freight Corridor (CRFC) designation to qualify for freight-focused programs.
- Use braided funding approaches, combining multiple federal sources while maintaining compliance with statutory requirements, and in-kind contributions, such as donated land or professional services to build full funding stacks.

Build and Strengthen Coalitions

Effective funding requires robust partnerships and advocacy:

- Continue to convene regional partners, policymakers, and private sector stakeholders, leveraging the Coalfields Expressway Authority (CFXA) as a convening body. Stakeholder interviews have consistently identified improved transportation access as the region's greatest barrier to growth; these voices should be amplified in funding applications and public engagement.
- Coordinate multi-sector working groups with representatives from transportation, economic development, energy, environment, and community organizations to prioritize segments and align activities with the CFX Roadmap.

Address Barriers and Embed Resiliency

Actions to obtain funding should proactively address known barriers and integrate resiliency measures:

- Mitigate safety and infrastructure risks by referencing crash data and PSI segment analyses to justify investments in safety improvements and modern design standards. Propose targeted studies and pilot projects to address gaps in real-time hazard monitoring and emergency access.
- Advance environmental and community resilience by integrating flood mitigation, sustainable land use, and community priorities (housing, healthcare, education) into project planning and funding strategies. Highlight the vulnerability of critical infrastructure and the need for redundancy and rapid response capabilities.

Develop Robust Applications and Pursue Funding Aggressively

Preparations to develop comprehensive, data-driven application packages that directly address program requirements and clearly demonstrate the corridor's economic, safety, and community benefits are critical to funding opportunities.

- For prioritized segments, prepare economic impact analyses, engineering studies, and benefit-cost analyses aligned with program criteria.
- Use the Funding Opportunity Matrix to target discretionary grants, legislative appropriations, and partnership opportunities.
- Pursue dedicated federal funding and policy support through robust advocacy, leveraging data and case studies from the Existing and Future Conditions memos to communicate the cost of inaction and the benefits of investment.

Monitor, Evaluate, and Adapt

To maintain progress and momentum, establish mechanisms for ongoing monitoring, evaluation, and adaptation:

- Track progress on funding applications, segment delivery, coalition-building, and economic activities to support storytelling, articulate the vision, and results.
- Regularly update the Funding Opportunity Matrix and strategic priorities based on evolving corridor needs and the funding environment. Use the multi-sector working group to inform the strategic priorities.
- Incorporate feedback from citizens, stakeholders, and planning district commissions to ensure the strategy and plan remain responsive and effective.

Appendix A

Funding Opportunities Matrix

Appendix A
Funding Opportunities Matrix

Program	Description	Agency/Office	Opportunity Type	Federal/State/Local/Regional	Eligibility	Eligible Activities	Eligible Applicants	Award Size	Match Requirement	Application/Request Information	Risks and Constraints	Program Alignment	Strategy for Use	Roadmap Theme(s)
Nationally Significant Multimodal Freight & Highway Projects (INFRA)	Funding for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas	USDOT Office of the Secretary	Discretionary/Competitive	Federal	Highway freight projects on the National Highway Freight Network; highway or bridge project on the NHS; freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility ; highway-railway grade crossing or grade separation project; wildlife crossing project; surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency; project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; a highway, bridge, or freight project on the National Multimodal Freight Network	Planning, Construction	•State or group of States; •an MPO that serves an Urbanized Area with a population of > 200,000; • a unit of local government or group of local governments; •a political subdivision of a State or local government; •a special purpose district or public authority with a transportation function, including a port authority; •a Federal land management agency that applies jointly with a State or group of States; •a tribal government or a consortium of tribal governments; • a multistate corridor organization; or •a multistate or multijurisdictional group of eligible entities listed above	•INFRA grants may be used for up to 60% percent of future eligible project costs •Minimum award for a large project (estimate of $100 million or more) is $25 million •Minimum award for a small project (estimate < $100 million) is $5 million	•Federal assistance other than a INFRA grant may be used to satisfy the non-Federal share of the cost of a project receiving a INFRA grant, but the total Federal assistance may not exceed 80% of future eligible project costs •No match waiver •No rural set aside	•Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024 •Additional funding likely not available unless/until a new highway authorization is approved (as early as FY 2027) •NOFO issued along with INFRA and RURAL under the Multimodal Project Discretionary Grant (MPDG) process	•Highly competitive; large projects favored •Requires designation as part of National Highway Freight Network (NHFN) •Robust Benefit-Cost Analysis (BCA) required; high project cost may challenge favorable BCA •No match waiver; no rural set-aside •Next funding likely unavailable until new highway authorization (as early as FY 2027) •Must demonstrate national or regional significance	Medium	•Direct •Target for large segments with strong BCA and NHFN designation •Focus efforts to demonstrate readiness and national/regional impact, develop strong BCA, and have corridor or segments designated as part of NHFN	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	Funding for surface transportation infrastructure that will have a significant local or regional impact	USDOT Office of the Secretary	Discretionary/Competitive	Federal	•Highway, bridge, or other road projects eligible under Title 23; public transportation projects eligible under Title 49; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of airport 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 BUILD 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; and 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 FY 2025 BUILD funding	Planning; Construction	•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 that are separately eligible. •In addition to projects located in the United States, eligible projects for BUILD grants include projects that are necessary for reconstruction of the Alaska Highway from the Alaskan border at Beaver Creek, Yukon Territory, to Haines Junction in Canada and the Haines Cutoff Highway from Haines Junction in Canada to Haines, Alaska, as provided in 23 U.S.C. 218. •Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact and identify the primary recipient of the award. Joint applications must include a description of the roles and responsibilities of each applican	•Minimum for rural capital projects is $ 1 million •Maximum for any capital project is $ 25 million •No minimum for planning projects	•Rural projects eligible for 100% federal funding (i.e., no match)	•FY 2025 NOFO Amendment 1 was released on January 24, 2025 with all FY 2025 awards announced by July 2025	•Extremely competitive; many applications, few awards •Maximum award for capital projects is $25 million; may be insufficient for large segments •Rural projects eligible for 100% federal funding, but must demonstrate significant impact •No minimum for planning projects, but construction not allowed with planning-only awards •Annual NOFO; funding levels and priorities may change year to year •Must show strong local/regional support and readiness	Medium	•Direct •Target for lower cost segments with strong local/regional support •Consider as one source in a multi-funded capital stack •Focus efforts to right-size project costs, develop strong BCA	Connectivity + Infrastructure + Resilience; Economic Development + Diversification; Community Building
National Infrastructure Project Assistance (MEGA) Program	Funding for large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits	USDOT	Discretionary/Competitive	Federal	•Highway or bridge project on the National Multimodal Freight Network ; highway or bridge project on the National Highway Freight Network; highway or bridge project on the NHS; freight intermodal (including public ports) or freight rail project that provides public benefit ; railway highway grade separation or elimination project; intercity passenger rail project; public transportation project eligible under Title 49 and is a part of any of the project types described above	Planning; Construction	•a State or a group of States; •a metropolitan planning organization; •a unit of local government; •a political subdivision of a State; •a special purpose district or public authority with a transportation function, including a port authority; •a Tribal government or a consortium of Tribal governments; •a partnership between Amtrak and 1 or more entities described in (1) through (6); and, •a group of entities described in any of (1) through (7).	•Maximum award is $1 billion •Typical awards for nationally significant projects range from $100 million to $600 million	•Share of MEGA cannot exceed 60% of eligible project costs (i.e., 40% must come from other sources) •Federal assistance other than MEGA may be used to satisfy the non-Federal share of the cost of a project receiving a INFRA grant, but the total Federal assistance may not exceed 80% of future eligible project costs	•Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024 •Additional funding likely not available unless/until a new highway authorization is approved (as early as FY 2027) •NOFO issued along with INFRA and MEGA under the Multimodal Project Discretionary Grant (MPDG) process	•Only large, complex projects considered; minimum project size is high •Maximum federal share is 60%; 40% non-federal match required. •Next round of funding not available until new highway authorization (as early as FY 2027) •Application requires demonstration of national/regional benefits and readiness •May compete with INFRA and RURAL for similar projects	Medium	•Direct •Consider for large, complex segments •Focus efforts to demonstrate readiness, develop strong BCA, and identify required non-federal funds	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
Rural Surface Transportation Grant Program (RURAL)	Funding for projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life	USDOT	Discretionary/Competitive	Federal	•Highway, bridge, or tunnel projects eligible under NHPP, STBG, or Tribal Transportation Program; highway freight projects eligible under National Highway Freight Program ; highway safety improvement project, including a project to improve a high risk rural road as defined by the HSIP; projects on a publicly-owned highway or bridge that provide or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; projects to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services	Planning; Construction	•a State; •a regional transportation planning organization; •a unit of local government; •a tribal government or a consortium of tribal governments; or •a multijurisdictional group of entities above	•Minimum award is $25 million •90% of grants must be at least $25 million; 10% of grants may be less than $25 million •Typical awards range from $40 million to $70 million •IIJA mandates that 25% of funding available to RURAL be reserved for ADHS projects	•Maximum RURAL amount is 80% of project cost; but can reach 100% federal share •Special exception - ADHS routes eligible at 100% for RURAL grant	•Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024 •Additional funding likely not available unless/until a new highway authorization is approved (as early as FY 2027) •NOFO issued along with INFRA and RURAL under the Multimodal Project Discretionary Grant (MPDG) process	•20% non-federal match required (except ADHS routes, which may be eligible for 100% federal) •Additional funding not available until new highway authorization (as early as FY 2027) •Must demonstrate rural connectivity, safety, and economic growth	High	•Direct •Strong fit for CFX's focus on rural connectivity, safety, and economic growth •Consider as one source in a multi-funded capital stack •Focus efforts to demonstrate readiness, develop strong BCA, and identify required non-federal funds	Connectivity + Infrastructure + Resilience; Economic Development + Diversification; Community Building
Rural and Tribal Assistance Pilot Program	Provides grants to support legal, technical, and financial advisors to help advance infrastructure projects	Build America Bureau	Discretionary/Competitive	Federal	Pre-development-phase activities, including: • feasibility studies • project planning • revenue forecasting and funding and financing options analyses • preliminary engineering and design work • environmental review • economic assessments and cost-benefit analyses • public benefits studies • statutory and regulatory framework analyses • value-for-money (VFM) studies • evaluations of costs to sustain the project • evaluation opportunities for private financing and project bundling	Planning	•states seeking to advance projects in rural areas •rural local governments •political subdivisions	•Minimum grant award is $250,000 •Maximum award is $2,500,000	•No match	•FY 2024-2025 NOFO reissued September 2025 with awards anticipated December 2025	•Limited to pre-development phase activities (not construction) •No match required, but must demonstrate rural need and readiness •Awards anticipated December 2025; future funding uncertain	High	•Direct •Highly accessible for CFX and ideal for supporting pre-development activities and planning •Focus efforts and any awards on progressing one segment to funding award under another grant program or programs, engineering/or and construction	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Grants to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure	FHWA	Discretionary/Competitive	Federal	•Planning Activities limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation [§ 11405; 23 U.S.C. 176(c)(2) and 176(d)(3)]; •Resilience Improvements to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters [§ 11405; 23 U.S.C. 176(d)(4)(A)]; •Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events [§ 11405; 23 U.S.C. 176(d)(4)(B)]; or •At-Risk Coastal Infrastructure activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs. [§ 11405; 23 U.S.C. 176(d)(4)(C)]	Planning, Construction, Operations and Maintenance, Technology Demonstrations and Deployment, Resilience, Accessibility, Security	•States (including D.C. and Puerto Rico) or political subdivision of a State •MPOs •Units of local governments •Special purpose districts or public authorities with a transportation function, including a port authority or a public transit agency •Indian Tribes •Federal land management agencies that apply jointly with a State or group of States •A multi-State or multi-jurisdictional group of entities consisting of any eligible entities listed above	•Planning grant minimum award is $100,000; no maximum; last round maximum was $5.3 million •Implementation grant minimum award is $500,000; no maximum; last round maximum was $60 million	•Planning grant non-federal share is 0% •Implementation grant non-federal share is 20% with total reduction of 10% under certain conditions related to development of a qualifying Resilience Improvement Plan	•FY 2022-2023 NOFO was posted in April 2023 and funds awarded in April 2024 •FY 2024-2026 NOFO was originally posted in October 2024, but has been removed from Grants.gov •Status of PROTECT unclear under Trump administration policy changes, with executed grants allowed to proceed; unexecuted grants from last round remain under review	•Status of program is unclear under current federal administration; future NOFOs may be delayed or canceled •Planning grants require 0% match; implementation grants require 20% match (can be reduced to 10% with qualifying Resilience Improvement Plan) •Must demonstrate vulnerability to natural hazards and resilience benefits; additional study needed to support application	Low	•Direct •Accessible if climate resilience and/or PROTECT program is continued and if CFX can demonstrate vulnerability and resilience benefits •Consider for segment(s) most impacted by closures, washouts, landslides, etc. creating accessibility and connectivity gaps •If program continues or develops in another form, focus efforts on developing strong BCA and resilience and vulnerability assessment for identified segment or segments	Connectivity + Infrastructure + Resilience; Energy + Environmental Opportunities
Advanced Reactor Demonstration Projects (ARDP)	These large-scale deployment efforts often require road improvements to transport reactor modules (heavy, oversize shipments); specialized equipment and construction materials; emergency response equipment. Road infrastructure costs may be included as part of total project development costs, cost-shared by the applicant, state/local governments, and federal funds.	US Department of Energy, Office of Nuclear Energy	Discretionary/Competitive	Federal	•Road improvements to transport reactor modules, specialized equipment and construction materials, and emergency response equipment •Example projects: The TerraPower Natrium Reactor in Wyoming (an ARDP project) may need road modifications to handle modular transport and heavy-haul vehicles. NuScale SMR deployment planning includes logistics routes for delivering reactor components to Energy Northwest's site in Idaho/Washington.	Road improvements to transport reactor modules, specialized equipment and construction materials, and emergency response equipment	•For-profit entities (private companies) •Nonprofit organizations •Institutions of higher education •State and local governments •Tribal nations •Incorporated or unincorporated consortia (must designate a lead entity)	•Varies, past awards up to $80 million	•Applicants must provide at least 50% cost share for Advanced Reactor Demonstration projects •This is a cooperative agreement structure where DOE and the applicant share costs	See program website	•Highly specialized; only applicable if project involves reactor module transport or energy infrastructure •Road improvements must be directly tied to reactor deployment •Funding levels and eligibility are project-specific and may be uncertain •Requires coordination with DOE, state/local governments, and energy partners	Low	•Indirect •Only relevant if CFX is directly involved in reactor transport or energy infrastructure •Consider as part of any economic development activities surrounding energy infrastructure in the region	Energy + Environmental Opportunities; Economic Development + Diversification
Abandoned Mine Land Economic Revitalization (AMLER) Program	Program intended to explore and implement strategies that return legacy coal mining sites to productive uses through economic and community development. The AMLER Program supports local investment opportunities that provide for sustainable long-term rehabilitation of coalfield economies. The Office of Surface Mining Reclamation and Enforcement (OSMRE) administers the AMLER Program and provides eligible states and Tribes with AMLER funds and guidance on project eligibility criteria and reporting requirements.	US Department of the Interior, Office of Surface Mining Reclamation and Enforcement	Discretionary/Competitive	Federal	Projects must focus on economic and community development in connection with: •Unreclaimed Priority 1, 2, or 3 AML sites as listed in the national e-AMLIS database; •Previously reclaimed AML lands and polluted waters; •Land adjacent to either unreclaimed or previously reclaimed AML lands—subject to justification by the State, Tribe, or affected communities Projects must fulfill economic/community development goals: •Category A: Includes AML reclamation integrated with project development expected to yield quantifiable outcomes •Category B: Focuses on reclamation that creates favorable conditions for future economic development	See website for details; examples include: •Site reclamation with economic end use •Infrastructure development •Tourism and recreation projects •Agricultural or renewable energy projects •Water quality improvements •Community cacilities	States and Tribes may partner with or fund: •Local governments •Economic development organizations •Local communities •Non-governmental organizations (NGOs)	•Virginia DOE's AMLER payment for FY 2025 is $11 million •Smallest award in FY 2024 was $500,000 •Largest award in FY 2024 was $4.75 million	•No match	•FY 2025 applications were due 6/18/25	•Projects must focus on economic/community development tied to legacy coal mining sites •Must meet strict eligibility criteria (Priority 1, 2, or 3 AML sites, or adjacent lands) •No match required, but awards are competitive and limited by annual state allocation •Must demonstrate quantifiable outcomes or favorable conditions for future development	High	•Direct and Indirect •Very accessible for CFX segments adjacent to or supporting AML sites •Consider as a supplemental source as part of a multi-funded capital stack for CFX •Focus on use to support site development, access roads, and economic development	Economic Development + Diversification; Community Building; Energy + Environmental Opportunities
Community Facilities Direct Loan & Grant Program	Provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings	US Department of Agriculture	Discretionary/Competitive	Federal	Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses. Examples include: •Health care facilities such as hospitals, medical clinics, dental clinics, nursing homes or assisted living facilities •Public facilities such as town halls, courthouses, airport hangars or street improvements •Community support services such as child care centers, community centers, fairgrounds or transitional housing •Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment •Educational services such as museums, libraries or private schools •Utility services such as telemedicine or distance learning equipment •Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs or greenhouses Projects must be located in rural areas with no more than 20,000 residents	Planning; Construction; Equipment and Materials; Accessibility; Security	•Public bodies •Community-based non-profit corporations •Federally Recognized Tribes	Funding is available as: •Low interest direct loans •Grants (amount ranges from 15% to 75% of project cost based on population ad median household income) •A combination of the two above •These may be combined with commercial financing to finance one project if all eligibility and feasibility requirements are met.	•No "match" for grants, but fund only 15% to 75% of project costs •Loans require source of debt service	•Open year round	•Only funds essential community facilities in rural areas (<20,000 residents) •No examples of large-scale roadway construction awarded; typically limited to small-scale improvements •Grants cover only 15–75% of project cost; remainder must be financed or funded from other sources •Application must demonstrate essential service and community benefit •Open year-round, but funding is limited and competitive	Low	•Indirect •Not accessible for large roadway projects, limited to small-scale rural facilities •Consider as a source to support community building and placemaking incidental to or as part of CFX	Community Building; Connectivity + Infrastructure + Resilience
Rural Business Development Grants (RBDG)	Program promotes economic development and job creation projects through the awarding of grant funds to eligible entities. Applications will compete in two separate categories, business opportunity grants and business enterprise grants, for use in funding various business and community projects that serve rural areas	US Department of Agriculture	Discretionary/Competitive	Federal	**Enterprise funds:** •Training and technical assistance, such as project planning, business counseling and training, market research, feasibility studies, professional or/technical reports, or producer service improvements •Acquisition or development of land, easements, or rights of way; construction, conversion, renovation of buildings; plants, machinery, equipment, access for streets and roads; parking areas and utilities •Pollution control and abatement •Capitalization of revolving loan funds, including funds that will make loans for start-ups and working capital •Rural distance learning for job training and advancement for adult students •Rural transportation improvement •Community economic development •Technology-based economic development •Feasibility studies and business plans •Leadership and entrepreneur training •Rural business incubators •Long-term business strategic planning **Opportunity funds:** •Community economic development •Technology-based economic development •Feasibility studies and business plans •Leadership and entrepreneur training •Rural business incubators •Long-term business strategic planning		•Grants may be made to a Public Body/Government Entity, an Indian Tribe, or a Nonprofit entity primarily serving rural areas •Rural Business Development Grant money must be used for projects that benefit rural areas or towns outside the urbanized periphery of any city with a population of 50,000 or more	•No maximum grant amount; however, smaller requests are given higher priority •Opportunity type grants are limited to up to 10 percent of the total Rural Business Development Grant annual funding •Enterprise type grants must be used on projects to benefit small and emerging businesses in rural areas as specified in the grant application	•No match or cost share	•FY 2025 applications were due 2/28/25	•Must benefit rural areas or towns outside urbanized areas (>50,000 population) •No maximum grant amount, but smaller requests are prioritized •Opportunity type grants limited to 10% of annual funding •Must demonstrate benefit to small/emerging businesses •Application deadlines are fixed; competition is high	Low	•Indirect •Consider for economic development activities that could amplify support and need for CFX	Economic Development + Diversification; Community Building
Public Works Program	Funds physical infrastructure revitalization, expansion, and improvement projects among distressed communities to improve economic conditions, including business and job growth; any capital improvements must be aligned with applicant's Comprehensive Economic Development Strategy (CEDS)	US Department of Commerce, Economic Development Administration	Discretionary/Competitive	Federal	•Build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals •acquisition and development of land and improvements for use in public works or other types of development facilities; • design and engineering, construction, rehabilitation, alteration, expansion, or improvement of public works, public service, or related development facilities, including related machinery and equipment; • water and sewer system improvements; • creation or expansion of industrial parks; • creation or expansion of business incubator and accelerator facilities; • revitalization or expansion of aviation, port, and harbor facilities; • construction or expansion of facilities for workforce development; • redevelopment of brownfield sites; • expansion, construction, or improvements of technology-based facilities and research and development commercialization centers, including the procurement of necessary equipment; • construction, expansion, or improvement of wet labs, including the procurement of necessary equipment; • construction of multi-tenant manufacturing facilities; • expansion or improvement of research, business and science parks; and • expansion or enhancement of public facilities with higher quality fiber optic cables and telecommunications infrastructure and broadband infrastructure deployment	Planning; Construction; Research and Development	•Special district governments and district organizations of an EDA-designated Economic Development District •State governments •Local governments •Federally recognized Tribal governments or consortia •Nonprofits •Special district governments •Public and private institutions of higher education or consortia	$600,000 to $3 million	•Generally between 40% and 20% depending on certain economic measures •Ability to provide 100% funding if a state or non-profit has exhausted borrowing capacity	•Irregular •Current NOFO was effective 3/2023 and is ongoing until canceled or available funds are exhausted	•Capital improvements must align with Comprehensive Economic Development Strategy (CEDS) •Match requirement is 20–40%, unless applicant has exhausted borrowing capacity •Funding is irregular; NOFO may be canceled or funds exhausted •Must demonstrate economic distress and alignment with regional development goals •Application process is detailed and requires strong documentation	Medium	•Direct •Accessible for infrastructure revitalization, construction, engineering if aligned with regional CEDS •Consider as a supplemental source as part of a multi-funded capital stack for CFX •Focus on identifying required match and economic distress documentation	Economic Development + Diversification; Connectivity + Infrastructure + Resilience; Community Building
Active Transportation Infrastructure Investment Program (ATIIP)	The Active Transportation Infrastructure Investment Program (ATIIP) is a competitive grant program to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	FHWA	Discretionary/Competitive	Federal	•Plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region •Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states	Planning, Construction	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, U.S. Territories	•$100,000 - $15,000,000 •Planning and Design Grants - to develop plans for active transportation networks and active transportation spines. Must have planning and design costs of at least $100,000 to be eligible. •Construction Grants - to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Must have total costs of at least $15 million to be eligible.	•Federal share may not exceed 80 percent of the total project cost •However, eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project may have an increased federal share of up to 100% of the total project cost	•FY 2023 NOFO released in 2024 with funds awarded in January 2025 •This program is appropriated and Congress did not appropriate funding for ATIIP in FY 2024 or FY 2025	•Only funds active transportation networks (sidewalks, bikeways, trails); limited access highways like CFX may not qualify •Federal share capped at 80% (up to 100% for high-poverty areas) •No funding appropriated for FY 2024 or FY 2025; future availability uncertain •Must demonstrate connectivity, safety, and disadvantaged community benefit	Low	•Indirect •Funds only active transportation networks, not highways like CFX and program is not currently funded •If future funding made available, could be considered for active transportation networks as part of local/regional tourism and recreational efforts, which may incidentally benefit CFX	Connectivity + Infrastructure + Resilience; Community Building
Appalachian Regional Initiative for Stronger Economies (ARISE)	The Appalachian Regional Initiative for Stronger Economies Grant (ARISE) is an Appalachian Regional Commission (ARC) initiative that aims to drive large-scale, regional economic transformation through multi-state collaborative projects across Appalachia. With the additional funding provided by the Bipartisan Infrastructure Law (BIL), ARC launched ARISE to strengthen Appalachian business and industry, and to grow and support the development of new opportunities across multiple states. ARISE encourages the region's 13 states to think beyond local and state lines and to spearhead initiatives that encourage states to work together as one, united Appalachia to advance ARC's strategic investment priorities.	ARC	Discretionary/Competitive	Federal	•Projects must align with at least one of ARC Strategic Investment Goals: Building Appalachia's Businesses, Building Appalachia's Workforce Ecosystems, Building Appalachia's Infrastructure, Building Regional Culture and Tourism, and Building Community Capacity •Example infrastructure awards include grid resiliency planning; planning/analysis for regional transit enhancement plan leveraging intelligent hybrid mobility services to reduce isolation and improve access to jobs, training centers, and health care in Ohio, Pennsylvania, and West Virginia; a port infrastructure improvement and capacity expansion at two gateway ports on the Tennessee-Tombigbee Waterway and the Tennessee River; development of a regional resource hub improving freight mobility, connectivity, and economic growth in Tennessee, Georgia, and Alabama	Planning, Construction, Equipment and Materials, Operations and Maintenance, Technology Demonstrations and Deployment, Technical Assistance, Workforce Development, and Training/Education	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Academic and Research Institutions, Private-Sector Applicants, Non-profit	•Planning grant maximum is $500,000 •Implementation grants up to $10 million, with ARC discretion to award larger amounts when substantially compelling circumstances are present	•Matching funds must meet the minimum required match amount for counties as determined by ARC - in this case, Buchanan, Dickenson, and Wise are classified as "distressed" and thus the required match is 20% •May be federal or non-federal contributions, or a combination of both, as well as cash or in-kind •Matching funds must be allowable under 2 CFR 200.306	•Quarterly •Current pre-application period ends December 2025	•Must be multi-state, collaborative projects; single-state projects not eligible •Funding levels vary; pre-application period ends December 2025 •Must align with ARC strategic priorities and demonstrate regional transformation •Application process may require coordination across multiple states/agencies	Medium	•Direct •Accessible if CFX is part of a multi-state collaborative project emphasizing ARC priorities •Consider for development of multi-state tourism corridors and routes, freight mobility and connectivity planning, and active transportation uses in collaboration with other states •Potential to contribute to a multi-funded capital stack advancing the VA/WV connection of CFX or as an incidental source to fund projects amplifying need and benefits of CFX •Focus on outreach to neighboring states to identify shared goals towards ARC priorities and explore potential application; identify match	Economic Development + Diversification; Political + Regional + Industry Coordination; Connectivity + Infrastructure + Resilience; Community Building
Economic Adjustment Assistance Program	Provides funding for technical, planning, and public works and infrastructure projects in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade patterns, catastrophic natural disaster, a military base closure, or environmental changes and regulations.	Economic Development Administration (EDA)	Discretionary/Competitive	Federal	•Project must be consistent with the region's Comprehensive Economic Development Strategy (CEDS), or an equivalent EDA-accepted regional economic development strategy •Grants may be used for construction and non-construction such as workforce training, design and engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF) •EAA investments are designed to help communities catalyze public-private partnerships to foster collaboration, attract investment, create jobs, and foster economic resiliency and prosperity •Past awards have been made for: *construction or upgrading of public infrastructure; * design and implementation of workforce projects (see section D.2.b.i.); * activities necessary to strengthen cluster acceleration and expansion; * capitalization or recapitalization of revolving loan funds (RLFs); * development and implementation of long-term disaster recovery and resiliency plans; * enhancement of infrastructure to make it more resilient to natural disasters; * implementation of military base realignments and closures (BRAC) responses; * development or expansion of commercialization and proof of concept centers; * procurement of equipment for workforce training programs; * market or industry research and analysis for larger hard or soft economic projects; * creation or expansion of foreign direct investment, trade, or export initiatives; * economic development projects that enhance density in the vicinity of other economic development; * "strategy grants" to develop, update, or refine a CEDS; and * technical assistance to enhance the capacity of key economic development actors	Planning, Construction, Technology Demonstrations and Deployment, Research and Development, Accessibility	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Academic and Research Institutions, Non-profit	For implementation projects, generally between $500,000 to $3 million	•Generally between 40% and 20% depending on certain economic measures •Ability to provide 100% funding if a state or non-profit has exhausted borrowing capacity	•Irregular •Current NOFO was effective 3/2023 and is ongoing until canceled or available funds are exhausted	•Project must be consistent with region's CEDS or equivalent strategy •Match requirement is 20–40%, unless applicant has exhausted borrowing capacity •Funding is irregular; NOFO may be canceled or funds exhausted •Must demonstrate adverse economic change and recovery strategy •Application process is detailed and competitive	Medium	•Indirect •Accessible with demonstration of adverse economic change and alignment with regional CEDS • Consider for incidental projects linked to economic development strategies in a CEDS, such as industrial access, freight corridors, or disaster resilience, that would amplify need and benefit of CFX	Economic Development + Diversification; Community Building; Political + Regional + Industry Coordination
National Scenic Byway Program Grants	Provides funding to support projects that protect, enhance, and promote the nation's designated Scenic Byways and All-American Roads	FHWA	Discretionary/Competitive	Federal	•Road must apply for and receive designation as a National Scenic Byway or All-American Road •Grants may be used for planning, project development, and construction activities including Corridor Management Plans (CMPs); safety improvements; facilities such as scenic overlooks, rest areas, bike/pedestrian facilities; tourist information such as interpretive signs, kiosks, maps, and brochures; marketing and promotion; and resource protection	Planning; Construction; Equipment and Materials; Operations and Maintenance; Resilience; Accessibility; Security	State Governments; Federally Recognized Tribes and Affiliated Groups	•No minimum; ceiling for FY 2023-2024 was $4 million •FY 2023-2024 funding totaled $27.5 million with up to 40 awards anticipated	•Federal share of total eligible costs cannot exceed 80%	•Irregular •This program is appropriated and last received appropriations in FY 2024	•Road must be designated as National Scenic Byway or All-American Road •Federal share capped at 80%; ceiling for FY 2023–2024 was $4 million •Funding is irregular; no funds appropriated in FY 2025 and appropriations not guaranteed for future years •Must demonstrate protection, enhancement, and promotion of scenic byways	Low	•Indirect •Would require that CFX be designated as a National Scenic Byway and funding is irregular •Consider for incidental projects or post-CFX construction to amplify tourism and recreational benefits in the region	Connectivity + Infrastructure + Resilience; Community Building; Energy + Environmental Opportunities

Appendix A
Funding Opportunities Matrix

Program	Description	Agency/Office	Opportunity Type	Federal/State/Local/Regional	Eligibility	Eligible Activities	Eligible Applicants	Award Size	Match Requirement	Application/Request Information	Nobs and Constraints	Program Alignment	Strategy for Use	Roadmap Theme(s)
Revenue Sharing Program	Provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth	CTB/VDOT	Discretionary/Competitive	State	•Supplemental funding for projects in the Six-Year Improvement Program (SYIP) •Construction, reconstruction, or improvement projects not included in the SYIP •Improvements (widening, surface treatment, etc.) necessary for acceptance of Rural Additions into the Secondary System for maintenance •Maintenance projects consistent with VDOT's policies •New hard surfacing (paving) •New roadway construction	Engineering, Construction, Operations and Maintenance	Local Governments	•Maximum $5 million per fiscal year/$10 million maximum per biennial cycle per locality •Lifetime maximum of $10 million per project	•30% local match	•Biennial application cycle •Next application cycle begins spring 2027 for funding beginning in FY 29 and FY 30	•Program funding is capped at approximately $200 million per cycle is very competitive •Locality limit of $5 million per cycle and $10 million lifetime per project for matching funds •Current guidelines provide for four priority levels for funding: (1) construction projects previously receiving Revenue Sharing; (2) construction projects that meet a need in VTRANS or that will accelerate advertisement of a project in the local CIP; (3) projects addressing deficient pavement or bridge needs; (4) all other eligible projects	Medium	•Direct •Consider as a source of supplemental funding, such as final paving •Focus future efforts on identifying matching sources and ensuring supplemental use meets program priorities	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
SMART SCALE	Virginia program under which projects that meet one or more VTrans needs are evaluated and prioritized for funding; funding SMART SCALE formula is comprised of state and federal sources	CTB/VDOT	Discretionary/Competitive	State	Capacity and operational improvements as follows: •Highway Improvements (Widening, operational improvements, access management, Intelligent Transportation Systems, Technology operational improvements) •Transit- and rail-capacity expansion •Bicycle and pedestrian improvements •Transportation Demand Management (Park and Ride facilities)	Engineering, Construction	•Regional entities including Metropolitan Planning Organizations (MPO), Planning District Commissions (PDC) •Local governments •Public transit agencies •CTB may choose to submit up to two projects for evaluation in each cycle	•Amount available for programming in each round dependent upon state revenue estimates and formulas •Individual projects are scored in accordance with program policy, which takes into account the amount of funding requested relative to the score and project cost, so projects providing more non-SMART SCALE funding to decrease the amount of SMART SCALE funding requested tend to score higher	•No match requirement per se •Leveraged funding from non-SMART SCALE sources can increase project's competitiveness in the scoring process	•Biennial application cycle	•Amount available for programming in each round dependent upon state revenue estimates and formulas • Individual projects are scored according to program policy, which considers the amount of funding requested relative to the score and project cost •No formal required match, but leveraging other funding sources increases competitiveness •Applications are only accepted every two years •Only projects that address a need identified in VTrans are eligible •Smaller, less-costly segments that address SMART SCALE measures with significant leveraged funding have been more competitive historically •Highly competitive and not all eligible projects will be selected for funding	Medium	•Direct •Accessible for segments with a need identified in VTrans •Consider for smaller, less-costly segments that add-ress SMART SCALE measures with significant leveraged funding •Focus on identifying priority segments with other funding opportunities that can be leveraged, producing a higher SMART SCALE score	Connectivity + Infrastructure + Resilience; Economic Development + Diversification; Community Building
Priority Transportation Fund	Funding generally dedicated to debt service for Capital Projects Revenue Bonds; however the Commonwealth Transportation Board may also use the fund to facilitate the financing or funding of priority transportation projects in the Commonwealth	CTB/VDOT	Discretionary/Competitive	State	•Project must be a priority transportation project •The CTB may allocate directly to projects; transfer funds to authorities, localities, or commissions; and use funds to support, secure, or leverage financing for projects	•Project development •Construction	N/A - no formal application process	•N/A: dependent upon estimate, funding request, and support •FY 2026 allocations ranged from $10 million to $73.8 million	None	•CTB allocation •FY 2026 CTF and VDOT budget revisions in November 2025 allocated previous and FY 2025 PTF to advance additional SMART SCALE Round 6 projects that are eligible under the Commonwealth's High Priority Projects Program and other "priority projects"	•Project must be designated as a "priority transportation project" by the CTB •Fund is generally dedicated to debt service for Capital Projects Revenue Bonds, but may also be used to facilitate financing or funding of priority transportation projects •CTB may allocate directly to projects, transfer funds to authorities/localities/commissions, or use funds to support, secure, or leverage financing •Not all projects will be designated as priority, and allocation is competitive	Medium	•Direct •Accessible if CTY is designated as a priority project •Focus on identifying prioritized segments with greatest benefits, working to have segment(s) designated as priority project for future funding	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
TIFIA Rural Project Initiative (RPI)	•Credit assistance for qualified projects of regional and national significance, including large-scale, surface transportation projects (highway, transit, railroad, intermodal freight, and port access) in rural areas •TIFIA may also be used as the non-federal share for other federal funds	Build America Bureau	Financing	Federal	•Title 23 eligible roads, bridges and tunnels; transit systems including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities; TOD; intermodal connectors; pedestrian and bicycle infrastructure; freight transfer facilities; sea and inland waterway ports; airports •Communities qualify as rural if outside an urban area or within an urban area that has less than 150,000 population per the 2020 Census	•Project development •Construction		•Finances projects between $10 million and $100 million in total cost •Loans for up to 49 percent of the project's eligible costs (compared to 33 percent under traditional TIFIA) •Fixed interest rates equal to one half of the U.S. Treasury rate of equivalent maturity at the loan at the time of closing		TIFIA Credit Programs Guide	•Requires revenue source to support debt service •Favorable loan repayment terms, including potential 1st payment deferment up to 5 years after substantial completion	Low	•Direct •Highly accessible for rural projects but requires revenue source for debt service •Could become medium with identification of pledged source for debt service	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
TIFIA	Credit assistance for qualified projects of regional and national significance, including large-scale, surface transportation projects (highway, transit, railroad, intermodal freight, and port access)	Build America Bureau	Financing	Federal	•Title 23 eligible roads, bridges and tunnels; transit systems including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities; TOD; intermodal connectors; pedestrian and bicycle infrastructure; freight transfer facilities; sea and inland waterway ports; airports			•Minimum anticipated project cost of $50 million for non-rural, non-TOD, non-ITS projects • Credit assistance up to 49% of reasonably anticipated eligible project costs •Fixed interest rates equal to U.S. Treasury rate at time of closing		TIFIA Credit Programs Guide	•Requires revenue source to support debt service •Favorable loan repayment terms, including potential 1st payment deferment up to 5 years after substantial completion	Low	•Direct •Highly accessible for rural projects but requires revenue source for debt service •Could become medium with identification of pledged source for debt service	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
Virginia Transportation Infrastructure Bank	•Used to provide loans, credit enhancements and other financial assistance to eligible borrowers to finance the cost of transportation projects and facilities •Enabling legislation provides for possibility of grants to be made from the fund •VTIB's purpose is also to encourage the investment of public and private funds in the development of eligible transportation projects and to provide an alternative source of financing for present and future transportation needs in the Commonwealth	CTB/VDOT/Virginia Resources Authority (VRA)	Financing	State	•Construction, reconstruction, rehabilitation or replacement of any interstate, state highway, toll road, tunnel, local road, or bridge; •Construction, reconstruction, rehabilitation or replacement of any a) mass transit, b) commuter, passenger or freight rail, c) port, or d) airport facility; or the acquisition of any rolling stock, vehicle or equipment •Project must be of local, regional, or statewide significance and meet the public interest defined in § 33.2-214.1 (A) - Statewide prioritization process for project selection	•Planning, design, right of way acquisition, engineering, and construction	Financial assistance from the VTIB may be provided to a Locality, a Private Entity and/or an Eligible Borrower. Eligible Borrower means any (i Private Entity, (ii Governmental Entity, iii) instrumentality, corporation or entity established by any of the foregoing pursuant to § 33.2-1505, or, iv) combination of two or more of the foregoing	•Interest rates set in accordance with methodology provided in program guidelines (Appendix D) •Interest rate subsidy may be justified based on project constraints and affordability factors	Virginia Transportation Infrastructure Bank Guidelines and Criteria	•Debt service mechanism/source required •Funds are not intended to supplant existing or programmed funds from other sources; instead, funds should be used to support needs beyond funding capacity of existing programs •Project must be of local, regional, or statewide significance and meet the public interest defined in § 33.2-214.1 (A) - Statewide prioritization process for project selection •Application-based process for scoring eligibility, which also includes assessment of applicant and project creditworthiness, plan of finance, cash flow, and other analyses •Enabling legislation provides for possibility of grants to be made from the fund; however, grants are not commonly awarded	Low	•Direct •Accessible for loans/credit enhancements with demonstration of significance and statutory criteria but requires revenue source for debt service •Could become medium with identification of pledged source for debt service	Connectivity + Infrastructure + Resilience; Economic Development + Diversification
Transportation Partnership Opportunity Fund (TPOF)	•Funds awarded at the discretion of the Governor in the form of grants, revolving loans, or other financial assistance to an agency or local government of the Commonwealth for activities associated with eligible transportation projects	Governor/VDOT/Virginia Economic Development Partnership (VEDP)	Financing	State	•Projects must address the needs identified in the appropriate state, regional, or local transportation plan PLUS one of the following: •Meets Commonwealth's Opportunity Fund (COF) economic development criteria or •In cases where the project is solely retaining jobs, the project must meet Virginia Investment Performance Grant Program COPF economic development criteria	•Transportation capacity development, on- and off-site, road, rail, mass transit, or other transportation access costs beyond the funding capability of existing programs; studies of transportation projects, including but not limited to, environmental analysis, geotechnical assessment, survey, design and engineering, advance right-of-way acquisition, traffic analysis, toll sensitivity studies, financial analysis, or any else permitted by law	• Agency or political subdivision of the Commonwealth	•Grants of up to $5 million dollars •Interest-free loans up to the maximum of $30 million, based on funding availability; loan terms may not exceed 7 years	N/A	Transportation Partnership Opportunity Fund Guidelines and Criteria	•Funds are not intended to supplant existing or programmed funds from other sources; instead, funds should be used to support needs beyond funding capacity of existing programs	High	•Direct •Grant component highly accessible when coupled with state/regional needs and economic development criteria	Connectivity + Infrastructure + Resilience; Economic Development + Diversification; Political + Regional + Industry Coordination
Appalachian Development Highway System (ADHS)	Funding to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States	PRIME/Appalachian Regional Commission (ARC)	Formula Funding	Federal	•Construction, reconstruction, or improvement of highways on the latest approved Cost to Complete Estimate of the ADHS	•Planning, design, right of way acquisition, engineering, and construction	•Funds are provided by formula distribution to eligible states for ADHS designated roadways •Funds are typically managed by the state DOT	•Varies - funds are provided by formula distribution •State DOTs generally make project selections and programming decisions	•No match: ADHS funds are at 100% federal share	•N/A - work with state DOT	•Funds are appropriated through formula annually •Projects receiving ADHS funding must be on designated ADHS routes and must advance the ADHS to completion	Low	•Direct •ADHS funding not currently accessible to CTY •Consider efforts to gain ADHS designation of CTY corridor to access funding	Connectivity + Infrastructure + Resilience; Economic Development + Diversification; Political + Regional + Industry Coordination

Appendix B

Funding Opportunities Fact Sheets

Abandoned Mine Land Economic Revitalization (AMLER) Program

Description

Program intended to explore and implement strategies that return legacy coal mining sites to productive uses through economic and community development. The AMLER Program supports local investment opportunities that provide for sustainable long-term rehabilitation of coalfield economies. The Office of Surface Mining Reclamation and Enforcement (OSMRE) administers the AMLER Program and provides eligible states and Tribes with AMLER funds and guidance on project eligibility criteria and reporting requirements.

Agency/Office

US Department of the Interior, Office of Surface Mining Reclamation and Enforcement

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

Projects must focus on economic and community development in connection with:

- Unreclaimed Priority 1, 2, or 3 AML sites as listed in the national e-AMLIS database;
- Previously reclaimed AML lands and polluted waters;
- Land adjacent to either unreclaimed or previously reclaimed AML lands—subject to justification by the State, Tribe, or affected communities

Projects must fulfill economic/community development goals:

- Category A: Includes AML reclamation integrated with project development expected to yield quantifiable outcomes
- Category B: Focuses on reclamation that creates favorable conditions for future economic development

Eligible Activities

See website for details; examples include:

- Site reclamation with economic end use
- Infrastructure development
- Tourism and recreation projects
- Agricultural or renewable energy projects
- Water quality improvements
- Community facilities

Eligible Applicants

- Local governments
- Economic development organizations
- Local communities
- Non-governmental organizations

Abandoned Mine Land Economic Revitalization (AMLER) Program

Award Size

- Varies
- Virginia DOE's AMLER payment for FY 2025 is $11 million
- Smallest award in FY 2024 was $500,000
- Largest award in FY 2024 was $4.75 million

Match Requirement

- No match

Application/Request Information

- Current round underway

Risks and Constraints

- Highly specialized; only applicable if project involves reactor module transport or energy infrastructure
- Road improvements must be directly tied to reactor deployment
- Funding levels and eligibility are project-specific and may be uncertain
- Requires coordination with DOE, state/local governments, and energy partners

Program Alignment

- High

Strategy for Use

- Direct and Indirect
- Very accessible for CFX segments adjacent to or supporting AML sites
- Consider as supplemental source as part of a multi-funded capital stack
- Focus on use to support site development, access roads, and economic development

Roadmap Theme(s)

- Economic Development + Diversification
- Community Building
- Energy + Environmental Opportunities

Active Transportation Infrastructure Investment Program (ATIIP)

Description

Program to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

Agency/Office

FHWA

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region
- Also for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states

Eligible Activities

- Planning
- Construction

Eligible Applicants

- State governments
- Local governments
- Tribes
- Planning and project organizations
- US Territories

Award Size

- Range from $100,000 to $15 million
- Planning and Design Grants - to develop plans for active transportation networks and active transportation spines. Must have planning and design costs of at least $100,000 to be eligible
- Construction Grants - to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Must have total costs of at least $15 million to be eligible

Match Requirement

- Federal share may not exceed 80% of total project cost
- However, eligible project serving communities with a poverty rate over 40% based on majority of census tracts served by the project may have increased federal share up to 100%

Active Transportation Infrastructure Investment Program (ATIIP)

Application/Request Information

- FFY 2023 NOFO issued in 2024 with funds awarded in January 2025
- Program is appropriated and Congress did not appropriate funding in FFY 2024 or FFY 2025

Risks and Constraints

- Only funds active transportation networks (sidewalks, bikeways, trails); limited access highways like CFX may not qualify
- Federal share capped at 80% (up to 100% for high-poverty areas)
- No funding appropriated for FY 2024 or FY 2025; future availability uncertain
- Must demonstrate connectivity, safety, and disadvantaged community benefit (under past guidelines)

Program Alignment

- Low

Strategy for Use

- Indirect
- Funds only active transportation networks, not highways like CFX and program is not currently funded
- If future funding is made available, could be considered for active transportation networks as part of local/regional tourism and recreational efforts, which may incidentally benefit CFX

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Community Building

Advanced Reactor Demonstration Projects (ARDP)

Description

These large-scale deployment efforts often require road improvements to transport reactor modules (heavy, oversize shipments); specialized equipment and construction materials; emergency response equipment. Road infrastructure costs may be included as part of total project development costs, cost-shared by the applicant, state/local governments, and federal funds.

Agency/Office

US Department of Energy, Office of Nuclear Energy

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Road improvements to transport reactor modules, specialized equipment and construction materials, and emergency response equipment

Eligible Activities

- May include roadway infrastructure development if part of overall deployment project

Eligible Applicants

- For-profit entities (private companies)
- Nonprofit organizations
- Institutions of higher education
- State and local governments
- Tribal nations
- Incorporated or unincorporated consortia (must designate a lead entity)

Award Size

- Varies, past awards up to $80 million

Match Requirement

- Applicants must provide at least 50% cost share for Advanced Reactor Demonstration projects
- This is a cooperative agreement structure where DOE and the applicant share costs

Application/Request Information

- See program website

Risks and Constraints

- Highly specialized; only applicable if project involves reactor module transport or energy infrastructure
- Road improvements must be directly tied to reactor deployment
- Funding levels and eligibility are project-specific and may be uncertain
- Requires coordination with DOE, state/local governments, and energy partners

Advanced Reactor Demonstration Projects (ARDP)

Program Alignment

- Low

Strategy for Use

- Indirect
- Only relevant if CFX is directly involved in reactor transport or energy infrastructure
- Consider as part of any economic development activities surrounding energy infrastructure in the region

Roadmap Theme(s)

- Economic Development + Diversification
- Energy + Environmental Opportunities

Appalachian Development Highway System (ADHS)

Description

Funding to provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States.

Agency/Office

- Appalachian Regional Commission
- FHWA

Federal/State/Local/Regional

Federal

Opportunity Type

Formula

Eligibility

- Construction, reconstruction, or improvement of highways on the latest approved Cost to Complete Estimate of the ADHS

Eligible Activities

- Planning
- Construction

Eligible Applicants

- N/A – not application based
- Funds are provided by formula distribution to eligible states for ADHS designated roadways
- Funds are typically administered by the state DOT

Award Size

- Varies – program funds are provided by formula distribution
- Project selection is made among eligible projects in conjunction with state DOT and other stakeholders

Match Requirement

- None – ADHS funds are currently 100% federal share

Application/Request Information

- No application process
- Coordination with state DOT

Risks and Constraints

- Funds are appropriated through formula annually
- Projects receiving ADHS funding must be on designated ADHS routes and must advance the ADHS to completion

Program Alignment

- Low**
- ****Designating CFX mileage or portions thereof as part of the ADHS would increase alignment to high**

Appalachian Development Highway System (ADHS)

Strategy for Use

- Direct
- CFX, except for the US 460 overlap, is not designated as part of the ADHS
- Consider efforts to gain ADHS designation of the CFX corridor to make eligible for funding

Roadmap Theme(s)

- Economic Development + Diversification
- Connectivity + Infrastructure + Resilience
- Political + Regional + Industry Coordination

Appalachian Regional Initiative for Stronger Economies (ARISE)

Description

Drives large-scale, regional economic transformation through multi-state collaborative projects across Appalachia. With the additional funding provided by the Bipartisan Infrastructure Law (BIL), ARC launched ARISE to strengthen Appalachian business and industry, and to grow and support the development of new opportunities across multiple states. ARISE encourages the region's 13 states to think beyond local and state lines and to spearhead initiatives that encourage states to work together as one, united Appalachia to advance ARC's strategic investment priorities.

Agency/Office

Appalachian Regional Commission

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Projects must align with at least one of ARC Strategic Investment Goals: Building Appalachia's Businesses, Building Appalachia's Workforce Ecosystems, Building Appalachia's Infrastructure, Building Regional Culture and Tourism, and Building Community Capacity
- Example infrastructure awards include grid resiliency planning; planning/analysis for regional transit enhancement plan leveraging intelligent hybrid mobility services to reduce isolation and improve access to jobs, training centers, and health care in Ohio, Pennsylvania, and West Virginia; a port infrastructure improvement and capacity expansion at two gateway ports on the Tennessee-Tombigbee Waterway and the Tennessee River; development of a regional resource hub improving freight mobility, connectivity, and economic growth in Tennessee, Georgia, and Alabama

Eligible Activities

- Planning
- Construction
- Equipment and Materials
- Operations and Maintenance
- Technology Demonstrations and Deployment
- Technical Assistance
- Workforce Development
- Training/Education

Eligible Applicants

- State governments
- Local governments
- Tribal governments
- Planning and project organizations
- Academic and research institutions
- Private sector
- Nonprofits

Appalachian Regional Initiative for Stronger Economies (ARISE)

Award Size

- Planning grant maximum is $500,000
- Implementation grants up to $10 million, with ARC discretion to award larger amounts when substantially compelling circumstances are present

Match Requirement

- Matching funds must meet the minimum required match amount for counties as determined by ARC - in this case, Buchanan, Dickenson, and Wise are classified as distressed and thus the required match is 20%
- May be federal or non-federal contributions, or a combination of both, as well as cash or in-kind

Application/Request Information

- Quarterly
- Current pre-application period ends December 2025

Risks and Constraints

- Must be multi-state, collaborative projects; single-state projects not eligible
- Funding levels vary; current pre-application period ends December 2025
- Must align with ARC strategic priorities and demonstrate regional transformation
- Application process may require coordination across multiple states/agencies

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible if CFX is part of a multi-state collaborative project emphasizing ARC priorities
- Consider for development of multi-state tourism corridors and routes, freight mobility and connectivity planning, and active transportation uses in collaboration with other states
- Potential to contribute to a multi-funded capital stack advancing the VA/WV connection of CFX or as an incidental source to fund projects amplifying need and benefits of CFX
- Focus on outreach to neighboring states to identify shared goals towards ARC priorities and explore potential application; identify match

Roadmap Theme(s)

- Economic Development + Diversification
- Connectivity + Infrastructure + Resilience
- Community Building
- Political + Regional + Industry Coordination

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Description

Funding for surface transportation infrastructure that will have a significant local or regional impact.

Agency/Office

USDOT Office of the Secretary

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Highway, bridge, or other road projects eligible under Title 23; public transportation projects eligible under Title 49; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of airport 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 BUILD 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; and 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 FY 2025 BUILD funding

Eligible Activities

- Planning
- Construction

Eligible Applicants

- States and the District of Columbia;
- Territories or possessions of the United States
- Local governments
- Public agencies or publicly chartered authority established by 1 or more States
- Special purpose district or public authority with a transportation function, including a port authority
- Federally recognized Indian Tribes or a consortium of such Indian Tribes
- Transit agencies
- Multi-State or multijurisdictional group of entities that are separately eligible
- Multiple States or jurisdictions may submit a joint application

Award Size

- Minimum for rural capital projects is $ 1 million
- Maximum for any capital project is $ 25 million
- No minimum for planning projects

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Match Requirement

- Rural projects eligible for 100% federal funding

Application/Request Information

- FFY 2025 NOFO Amendment 1 released in January 25, with all awards announced July 2025

Risks and Constraints

- Extremely competitive; many applications, few awards
- Maximum award for capital projects is $25 million; may be insufficient for large segments
- Rural projects eligible for 100% federal funding, but must demonstrate significant impact
- No minimum for planning projects, but construction not allowed with planning-only awards
- Annual NOFO; funding levels and priorities may change year to year
- Must show strong local/regional support and readiness

Program Alignment

- Medium

Strategy for Use

- Direct
- Target for lower cost segments with strong local/regional support
- Consider as one source in a multi-funded capital stack
- Focus efforts to right-size project costs, develop strong BCA

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification
- Community Building

Community Facilities Direct Loan & Grant Program

Description

Provides affordable funding to develop essential community facilities in rural areas. An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings

Agency/Office

US Department of Agriculture

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

Projects must be located in rural areas with no more than 20,000 residents

Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses. Examples include:

- Health care facilities such as hospitals, medical clinics, dental clinics, nursing homes or assisted living facilities
  Public facilities such as town halls, courthouses, airport hangars or street improvements
- Community support services such as child care centers, community centers, fairgrounds or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment
- Educational services such as museums, libraries or private schools
- Utility services such as telemedicine or distance learning equipment
- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs or greenhouses

Eligible Activities

- Planning
- Construction
- Equipment and Materials
- Accessibility
- Security

Eligible Applicants

- Public bodies
- Community-based non-profit corporations
- Federally recognized tribes

Award Size

Funding is available as:

- Low interest direct loans

Community Facilities Direct Loan & Grant Program

- Grants (amount ranges from 15% to 75% of project cost based on population and median household income)
- A combination of the two above
- May be combined with commercial financing

Match Requirement

- No match per se but grants fund only 15% to 75% of project costs
- Loans require debt service source

Application/Request Information

- Open year round

Risks and Constraints

- Only funds essential community facilities in rural areas (<20,000 residents)
- No examples of large-scale roadway construction awarded; typically limited to small-scale improvements
- Grants cover only 15–75% of project cost; remainder must be financed or funded from other sources
- Application must demonstrate essential service and community benefit
- Open year-round, but funding is limited and competitive

Program Alignment

- Low

Strategy for Use

- Indirect
- Not accessible for large roadway projects; limited to small-scale rural community facilities
- Consider as a source to support community building incidental to or as part of CFX

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Community Building

Economic Adjustment Assistance Program (EAA)

Description

Provides funding for technical, planning, and public works and infrastructure projects in regions experiencing adverse economic changes that may occur suddenly or over time. These adverse economic impacts may result from a steep decline in manufacturing employment following a plant closure, changing trade patterns, catastrophic natural disaster, a military base closure, or environmental changes and regulations.

Agency/Office

Economic Development Administration

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Project must be consistent with the region's Comprehensive Economic Development Strategy (CEDS), or an equivalent EDA-accepted regional economic development strategy
- Grants may be used for construction and non-construction such as workforce training, design and engineering, technical assistance, economic recovery strategies, and capitalization or re-capitalization of Revolving Loan Funds (RLF)
- EAA investments are designed to help communities catalyze public-private partnerships to foster collaboration, attract investment, create jobs, and foster economic resiliency and prosperity
- Examples of past awards include construction or upgrade of public infrastructure, activities necessary to strengthen cluster acceleration and expansion; enhancement of infrastructure to make it more resilient to natural disasters; market or industry research and analysis for larger hard or soft economic projects

Eligible Activities

- Planning
- Construction
- Technology Demonstrations and Deployment
- Research and development
- Accessibility

Eligible Applicants

- State governments
- Local governments
- Tribal governments
- Academic and research institutions
- Nonprofits

Award Size

- Implementation grants range between $500,000 and $3 million

Economic Adjustment Assistance Program (EAA)

Match Requirement

- Generally between 40% and 20% depending on certain economic measures
- Ability to provide 100% funding if state or nonprofit has exhausted borrowing capacity

Application/Request Information

- Irregular
- Current NOFO was issued in 2023 and is ongoing until canceled or available funds exhausted

Risks and Constraints

- Project must be consistent with region's CEDS or equivalent strategy
- Match requirement is 20–40%, unless applicant has exhausted borrowing capacity
- Funding is irregular; NOFO may be canceled or funds exhausted
- Must demonstrate adverse economic change and recovery strategy
- Application process is detailed and competitive

Program Alignment

- Medium

Strategy for Use

- Indirect
- Accessible with demonstration of adverse economic change and alignment with regional CEDS
- Consider for incidental projects linked to economic development strategies in a CEDS, such as industrial access, freight corridors, or disaster resilience, that would amplify need and benefit of CFX

Roadmap Theme(s)

- Economic Development + Diversification
- Community Building
- Political + Regional + Industry Coordination

National Infrastructure Project Assistance (MEGA) Program

Description

Funding for large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits

Agency/Office

USDOT Office of the Secretary

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Highway or bridge project on the National Multimodal Freight Network
- Highway or bridge project on the National Highway Freight Network
- Highway or bridge project on the NHS
- Freight intermodal (including public ports) or freight rail project that provides public benefit
- Railway highway grade separation or elimination project
- Intercity passenger rail project
- Public transportation project eligible under Title 49 and is a part of any of the project types described above

Eligible Activities

- Planning
- Construction

Eligible Applicants

- State or a group of States
- Metropolitan planning organization
- Unit of local government
- Political subdivision of a State
- Special purpose district or public authority with a transportation function, including a port authority
- Tribal government or a consortium of Tribal governments
- Partnership between Amtrak and 1 or more entities described above
- Group of entities described above

Award Size

- Maximum award is $1 billion
- Typical awards for nationally significant projects range from $100 million to $600 million
- Share of MEGA cannot exceed 60% of eligible project costs (i.e., 40% must come from other sources)
- Federal assistance other than MEGA may be used to satisfy the non-Federal share of the cost of a project receiving an INFRA grant, but the total Federal assistance may not exceed 80% of future eligible project costs

National Infrastructure Project Assistance (MEGA) Program

Match Requirement

Maximum federal share is 60%; 40% non-federal match required

Application/Request Information

- Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024
- Additional funding likely not available unless/until a new highway authorization is approved (as early as FFY 2027)
- NOFO issued along with INFRA and MEGA under the Multimodal Project Discretionary Grant (MPDG) process

Risks and Constraints

- Only large, complex projects considered; minimum project size is high
- Maximum federal share is 60%; 40% non-federal match required
- Next round of funding not available until new highway authorization (as early as FY 2027)
- Application requires demonstration of national/regional benefits and readiness
- May compete with INFRA and RURAL for similar projects

Program Alignment

- Medium

Strategy for Use

- Direct
- Consider for large, complex segments
- Focus efforts to demonstrate readiness, develop strong BCA, and identify required non-federal funds

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

National Scenic Byway Program Grants

Description

Provides funding to support projects that protect, enhance, and promote the nation's designated Scenic Byways and All-American Roads.

Agency/Office

FHWA

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Road must apply for and receive designation as a National Scenic Byway or All-American Road
- Grants may be used for Corridor Management Plans (CMPs); safety improvements; facilities such as scenic overlooks, rest areas, bike/pedestrian facilities; tourist information such as interpretive signs, kiosks, maps, and brochures; marketing and promotion; and resource protection

Eligible Activities

- Planning
- Project development
- Construction

Eligible Applicants

- State governments
- Tribal governments

Award Size

- No minimum
- Maximum for FFY 2023-2024 was $4 million

Match Requirement

- Federal share of eligible costs cannot exceed 80%

Application/Request Information

- Irregular
- This program is appropriated and last received funds in FFY 2024

Risks and Constraints

- Road must be designated as National Scenic Byway or All-American Road
- Federal share is capped at 80%
- Funding is irregular; no funds appropriated in FY 2025 and appropriations not guaranteed for future years
- Must demonstrate protection, enhancement, and promotion of scenic byways

National Scenic Byway Program Grants

Program Alignment

- Low

Strategy for Use

- Indirect
- Consider for incidental projects or post-CFX construction to amplify tourism and recreational benefits in the region

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Community Building
- Energy + Environmental Opportunities

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Description

Funding for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Agency/Office

USDOT Office of the Secretary

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

Highway freight projects on the National Highway Freight Network; highway or bridge project on the NHS; freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; highway-railway grade crossing or grade separation project; wildlife crossing project; surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency; project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; a highway, bridge, or freight project on the National Multimodal Freight Network.

Eligible Activities

- Planning
- Construction

Eligible Applicants

- State or group of States
- MPO that serves an Urbanized Area with a population of > 200,000
- Unit of local government or group of local governments
- Political subdivision of a State or local government
- Special purpose district or public authority with a transportation function, including a port authority
- Federal land management agency that applies jointly with a State or group of States
- Tribal government or a consortium of tribal governments
- Multistate corridor organization
- Multistate or multijurisdictional group of eligible entities listed above

Award Size

- INFRA grants may be used for up to 60% of future eligible project costs
- Minimum award for a large project (estimate of $100 million or more) is $25 million
- Minimum award for a small project (estimate < $100 million) is $5 million
- Federal assistance other than an INFRA grant may be used to satisfy the non-Federal share of the cost of a project receiving an INFRA grant, but the total Federal assistance may not exceed 80% of future eligible project costs

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Match Requirement

- No match waiver
- No rural set aside

Application/Request Information

- Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024
- Additional funding likely not available unless/until a new highway authorization is approved (as early as FY 2027)
- NOFO issued along with INFRA and RURAL under the Multimodal Project Discretionary Grant (MPDG) process

Risks and Constraints

- Highly competitive; large projects favored
- Requires designation as part of National Highway Freight Network (NHFN)
- Robust Benefit-Cost Analysis (BCA) required; high project cost may challenge favorable BCA
- No match waiver; no rural set-aside
- Next funding likely unavailable until new highway authorization (as early as FY 2027)
- Must demonstrate national or regional significance

Program Alignment

- Medium

Strategy for Use

- Direct
- Target for large segments with strong BCA and NHFN designation
- Focus efforts to demonstrate readiness and national/regional impact, develop strong BCA, and have corridor or segments designated as part of NHFN

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Priority Transportation Fund

Description

Virginia program generally dedicated to debt service for Capital Projects Revenue Bonds; however the Commonwealth Transportation Board (CTB) may also use the fund to facilitate the financing or funding of priority transportation projects in the Commonwealth.

Agency/Office

CTB/VDOT

Federal/State/Local/Regional

- State

Opportunity Type

Competitive/Discretionary

Eligibility

- Project must be designated a Priority Transportation Project by the CTB
- May be used to secure or leverage financing for projects

Eligible Activities

- Project development
- Construction

Eligible Applicants

- Not specified; no formal application process

Award Size

- Varies
- Recent allocations ranged from $10 million to $73.8 million

Match Requirement

- No specific requirement

Application/Request Information

- No formal application process
- Projects typically surface through the Six-Year Improvement Program (SYIP) process

Risks and Constraints

- Project must be designated as a “priority transportation project” by the CTB
- Fund is generally dedicated to debt service for Capital Projects Revenue Bonds, but may also be used to facilitate financing or funding of priority transportation projects
- CTB has discretion to allocate funds directly to projects, transfer funds to authorities/localities/commissions, or use funds to support, secure, or leverage financing
- Not all projects will be designated as priority, and allocation is competitive

Priority Transportation Fund

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible if CFX is designated as a priority project
- Focus on identifying prioritized segments with greatest benefits, working to have segment(s) designated as priority project for future funding

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

Description

Provides grants to to plan for and strengthen surface transportation to be more resilient to current and future weather events, natural disasters, and changing conditions, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes

Agency/Office

FHWA

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Planning Activities limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation
- Resilience Improvements to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters
- Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events or
- At-Risk Coastal Infrastructure activities to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs

Eligible Activities

- Planning
- Construction

Eligible Applicants

- States
- Political subdivisions

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

- Metropolitan Planning Organizations
- Local Governments
- Special purpose districts or public authorities with a transportation function, including a port authority or a public transit agency
- Indian Tribes
- Federal land management agencies that apply jointly with a State or group of States
- A multi-State or multi-jurisdictional group of entities consisting of any eligible entities listed above

Award Size

- Planning grant minimum award is $100,000; no maximum; last round maximum was $5.3 million
- Implementation grant minimum award is $500,000; no maximum; last round maximum was $60 million

Match Requirement

- Planning grant non-federal share is 0%
- Implementation grant non-federal share is 20% with total reduction of 10% under certain conditions related to development of a qualifying Resilience Improvement Plan

Application/Request Information

- FY 2024-2026 NOFO was originally posted in October 2024, but has been removed from Grants.gov
- Status of PROTECT unclear under Trump administration, with executed grants allowed to proceed; unexecuted grants from last round remain under review

Risks and Constraints

- Status of program is unclear; any future NOFOs may be delayed or program canceled

Program Alignment

- Low

Strategy for Use

- Direct
- Accessible if climate resilience and/or PROTECT program is continued and if CFX can demonstrate vulnerability and resilience benefits
- Consider for segment(s) most impacted by closures, washouts, landslides, etc. creating accessibility and connectivity gaps
- If program continues or develops in another form, focus efforts on developing strong BCA and resilience and vulnerability assessment for identified segment or segments

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Energy + Environmental Opportunities

Public Works Program

Description

Funds physical infrastructure revitalization, expansion, and improvement projects among distressed communities to improve economic conditions, including business and job growth; any capital improvements must be aligned with applicant's Comprehensive Economic Development Strategy (CEDS)

Agency/Office

US Department of Commerce, Economic Development Administration

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals
- Acquisition and development of land and improvements for use in public works or other types of development facilities
- Design and engineering, construction, rehabilitation, alteration, expansion, or improvement of public works, public service, or related development facilities, including related machinery and equipment
- Water and sewer system improvements
- Creation or expansion of industrial parks
- Creation or expansion of business incubator and accelerator facilities
- Revitalization or expansion of aviation, port, and harbor facilities
- Construction or expansion of facilities for workforce development
- Redevelopment of brownfield sites
- Expansion, construction, or improvements of technology-based facilities and research and development commercialization centers, including the procurement of necessary equipment
- Construction, expansion, or improvement of wet labs, including the procurement of necessary equipment
- Construction of multi-tenant manufacturing facilities
- Expansion or improvement of research, business and science parks
- Expansion or enhancement of public facilities with higher quality fiber optic cables and telecommunications infrastructure and broadband infrastructure deployment

Eligible Activities

- See website for full details

Eligible Applicants

- Special district governments and organizations of an EDA-designated economic development district
- State governments
- Local governments
- Tribal governments or consortia
- Nonprofits
- Public and private institutions of higher education

Public Works Program

Award Size

- Range from $600,000 to $3 million

Match Requirement

- Generally between 40% and 20% depending on certain economic measures
- Ability to provide 100% funding if a state or non-profit has exhausted borrowing capacity

Application/Request Information

- Irregular
- Current NOFO was issued March 2023 and is ongoing until canceled or available funds exhausted

Risks and Constraints

- Capital improvements must align with Comprehensive Economic Development Strategy (CEDS)
- Match requirement is 20–40%, unless applicant has exhausted borrowing capacity
- Funding is irregular; NOFO may be canceled or funds exhausted
- Must demonstrate economic distress and alignment with regional development goals
- Application process is detailed and requires strong documentation

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible for infrastructure revitalization, construction, engineering if aligned with regional CEDS
- Consider as a supplemental source as part of a multi-funded capital stack
- Focus on identifying required match (which may be braided funds) and economic distress documentation

Roadmap Theme(s)

- Economic Development + Diversification
- Connectivity + Infrastructure + Resilience
- Community Building

Revenue Sharing

Description

Provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth.

Agency/Office

VDOT

Federal/State/Local/Regional

State

Opportunity Type

Competitive/Discretionary

Eligibility

- Supplemental funding for projects in the Six-Year Improvement Program (SYIP)
- Construction, reconstruction, or improvement projects not included in the SYIP
- Improvements (widening, surface treatment, etc.) necessary for acceptance of Rural Additions into the Secondary System for maintenance
- Maintenance projects consistent with VDOT's policies
- New hard surfacing (paving)
- New roadway construction

Eligible Activities

- Project development
- Construction
- Operations and Maintenance

Eligible Applicants

- Local governments

Award Size

- Maximum $5 million per fiscal year/$10 million maximum per biennial cycle per locality
- Lifetime maximum of $10 million per project

Match Requirement

- 50% local share

Application/Request Information

- Biennial application cycle
- Next application cycle begins Spring 2027 for funding beginning in FY 2029 and FY 2030

Risks and Constraints

- Program funding is capped at approximately $200 million per cycle is very competitive
- Locality limit of $5 million per cycle and $10 million lifetime per project for matching funds
- Current guidelines provide for four priority levels for funding: (1) construction projects previously receiving Revenue Sharing; (2) construction projects that meet a need in VTRANS or that will accelerate

Revenue Sharing

advertisement of a project in the local CIP; (3) projects addressing deficient pavement or bridge needs; (4) all other eligible projects

Program Alignment

- Medium

Strategy for Use

- Direct
- Consider as a source of supplemental funding, such as final paving
- Focus future efforts on identifying matching sources and ensuring supplemental use meets program priorities

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Rural and Tribal Assistance Pilot Program

Description

Provides grants to support legal, technical, and financial advisors to help advance infrastructure projects.

Agency/Office

Build America Bureau

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

Pre-development activities, including:

- feasibility studies
- project planning
- revenue forecasting and funding and financing options analyses
- preliminary engineering and design work
- environmental review
- economic assessments and cost-benefit analyses
- public benefits studies
- statutory and regulatory framework analyses
- value-for-money (VFM) studies
- evaluations of costs to sustain the project
- evaluation opportunities for private financing and project bundling

Eligible Activities

- Planning

Eligible Applicants

- States
- Rural local governments
- Political subdivisions

Award Size

- Minimum award is $250,000
- Maximum award is $2,500,000

Match Requirement

- No match

Application/Request Information

- FFY 2024-2025 NOFO reissued in September 2025 with awards anticipated December 2025

Risks and Constraints

- Limited to pre-development phase activities (i.e., no construction)
- No match required, but must demonstrate rural need and readiness

Rural and Tribal Assistance Pilot Program

Program Alignment

- High

Strategy for Use

- Direct
- Highly accessible for CFX and ideal for supporting additional pre-development activities and planning
- Focus efforts and any award on progressing one segment to funding award under another grant program(s), engineering, and/or construction

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Rural Business Development Grants (RBDG)

Description

Promotes economic development and job creation projects through the awarding of grant funds to eligible entities. Applications will compete in two separate categories, business opportunity grants and business enterprise grants, for use in funding various business and community projects that serve rural areas

Agency/Office

US Department of Agriculture

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- See website for full details
- Includes an array of economic development efforts, strategic planning activities, and business incubators

Eligible Activities

- See website for full details

Eligible Applicants

- Public Bodies/Government Entities
- Indian Tribes
- Nonprofits primarily serving rural areas

Award Size

- No maximum grant amount; however smaller requests are given higher priority
- Opportunity grants are limited up to 10% of available annual program funding

Match Requirement

- No match

Application/Request Information

- FFY 2025 application period closed in February 2025

Risks and Constraints

- Must benefit rural areas or towns outside urbanized areas (>50,000 population)
- No maximum grant amount, but smaller requests are prioritized
- Opportunity type grants limited to 10% of annual funding
- Must demonstrate benefit to small/emerging businesses
- Application deadlines are fixed; competition is high

Program Alignment

- Low

Strategy for Use

- Indirect

Rural Business Development Grants (RBDG)

- Consider as a source to support economic development activities that could amplify need for CFX

Roadmap Theme(s)

- Economic Development + Diversification
- Community Building

Rural Surface Transportation Grant (RURAL) Program

Description

Funding for projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life

Agency/Office

USDOT Office of the Secretary

Federal/State/Local/Regional

Federal

Opportunity Type

Competitive/Discretionary

Eligibility

- Highway, bridge, or tunnel projects eligible under NHPP, STBG, or Tribal Transportation Program;
- Highway freight projects eligible under National Highway Freight Program
- Highway safety improvement projects, including a project to improve a high risk rural road as defined by the HSIP
- Projects on a publicly-owned highway or bridge that provide or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- Projects to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

Eligible Activities

- Planning
- Construction

Eligible Applicants

- State
- Regional transportation planning organization
- Unit of local government
- Tribal government or a consortium of Tribal governments
- Multijurisdictional group of entities described above

Award Size

- Minimum award is $25 million
- 90% of grants must be at least $25 million; 10% of grants may be less than $25 million
- Typical awards range from $40 million to $70 million
- IIJA mandates that 25% of funding available to RURAL be reserved for ADHS projects

Match Requirement

- Maximum RURAL amount is 80% of project cost, but can reach 100% federal share
- Special exception – ADHS routes eligible at 100% RURAL grant funding

Rural Surface Transportation Grant (RURAL) Program

Application/Request Information

- Combined FFY 2025-2026 NOFO issued in 2024 and closed May 6, 2024
- Additional funding likely not available unless/until a new highway authorization is approved (as early as FFY 2027)
- NOFO issued along with INFRA and MEGA under the Multimodal Project Discretionary Grant (MPDG) process

Risks and Constraints

- 20% non-federal match required (except ADHS routes, which may be eligible for 100% federal)
- Additional funding not available until new highway authorization (as early as FY 2027)
- Must demonstrate rural connectivity, safety, and economic growth

Program Alignment

- High

Strategy for Use

- Direct
- Strong fit for CFX's focus on rural connectivity, safety, and economic growth
- Consider as one source in a multi-funded capital stack
- Focus efforts to demonstrate readiness, develop strong BCA, and identify required non-federal funds

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification
- Community Building

SMART SCALE

Description

Virginia program under which projects that meet one or more VTrans needs are evaluated and prioritized for funding. Funding in the SMART SCALE formula is comprised of state and federal sources and is distributed through two programs – High Priority Projects and District Grant Program.

Agency/Office

VDOT/OIPI

Federal/State/Local/Regional

- State administered
- Includes state and federal funding sources

Opportunity Type

Competitive/Discretionary

Eligibility

Capacity and operational improvements as follows:

- Highway Improvements (widening, operational improvements, access management, intelligent transportation systems, technology operational improvements)
- Transit- and rail-capacity expansion
- Bicycle and pedestrian improvements
- Transportation Demand Management (park and ride facilities)

High Priority Projects address (1) needs on Corridors of Statewide Significance or (2) capacity needs on regional networks.

District Grant Program projects address (1) needs on Corridors of Statewide Significance; (2) capacity needs on regional networks; (3) improvements to support Urban Development Areas; or (4) VTrans specified safety needs.

Eligible Activities

- Project development
- Construction

Eligible Applicants

- Regional entities including metropolitan planning organizations and planning district commissions
- Local governments
- Public transit agencies
- The Commonwealth Transportation Board (CTB) may submit up to two projects for evaluation in each cycle

SMART SCALE

Award Size

- Amount available for programming in each round dependent upon state revenue estimates and formulas
- Individual projects are scored in accordance with program policy, which takes into account the amount of funding requested relative to the score and project cost, so projects providing more non-SMART SCALE funding to decrease the amount of SMART SCALE funding requested tend to score higher

Match Requirement

- No specific requirement; however leveraged funding from non-SMART SCALE sources can increase a project's competitiveness in the scoring process

Application/Request Information

- Biennial application cycle

Risks and Constraints

- Amount available for programming in each round is dependent upon state revenue estimates and formulas; funding levels may fluctuate
- Individual projects are scored according to program policy, which considers the amount of funding requested relative to the score and project cost
- No formal required match, but leveraging other funding sources increases competitiveness
- Applications are only accepted every two years
- Only projects that address a need identified in VTrans are eligible
- Smaller, less costly segments that address SMART SCALE measures with significant leveraged funding have been more competitive historically
- Highly competitive and not all eligible projects will be selected for funding

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible for segments with a need identified in VTrans
- Consider for smaller, less costly segments that address SMART SCALE measures with significant leveraged funding
- Focus on identifying priority segments with other funding opportunities that can be leveraged, producing a higher SMART SCALE score

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification
- Community Building

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Description

Program provides credit assistance for qualified projects of regional and national significance, including large-scale, surface transportation projects (highway, transit, railroad, intermodal freight, and port access), with special provisions for qualifying projects in rural areas under the Rural Project Initiative (RPI).

Agency/Office

Build America Bureau

Federal/State/Local/Regional

- Federal

Opportunity Type

Financing

Eligibility

- Title 23 eligible roads, bridges and tunnels; transit systems including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Transit Oriented Development (TOD)
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities; sea and inland waterway ports
- Airports
- For the RPI, communities qualify as rural if outside an urban area or within an urban area that has less than 150,000 population per the 2020 Census; RPI projects costs must range between $10 million and $100 million

Eligible Activities

- Project development
- Construction

Eligible Applicants

- States
- Local governments
- Transit agencies
- Railroad companies
- Special authorities
- Special districts
- Private entities
- For the RPI, communities qualify as rural if outside an urban area or within an urban area that has less than 150,000 population per the 2020 Census

Credit Assistance Information

- Credit assistance may be in the form of a secured loan, a loan guarantee, or a standby line of credit

Transportation Infrastructure Finance and Innovation Act (TIFIA)

- For TIFIA, federal credit assistance may not exceed 49% of total eligible project costs
- RPI projects costs must range between $10 million and $100 million and TIFIA credit assistance may not exceed 49% of total eligible project costs
- For TIFIA, interest rates are fixed and equal to the US Treasury rate at the time of closing
- For the RPI, interest rates are fixed and equal to one-half the US Treasury rate at the time of closing
- Favorable loan repayment terms, including potential 1st payment deferment up to 5 years after substantial completion

Application/Request Information

- See website

Risks and Constraints

- Requires revenue source to support debt service
- Annual loan servicing fee required
- Process can be lengthy, requiring professional financial advisory support and payment of up front costs, including payment of fees associated with Build America Bureau's financial advisors on the transaction; transaction fees generally range from $400,000 to $700,000

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible if CFX is designated as a priority project
- Focus on identifying prioritized segments with greatest benefits, working to have segment(s) designated as priority project for future funding

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Virginia Transportation Partnership Opportunity Fund (TPOF)

Description

Funds awarded at the discretion of the Governor in the form of grants, revolving loans, or other financial assistance to an agency or local government of the Commonwealth for activities associated with eligible transportation projects.

Agency/Office

- Governor
- VDOT
- Virginia Economic Development Partnership (VEDP)

Federal/State/Local/Regional

- State

Opportunity Type

Financing

Eligibility

- Projects must address the needs identified in the appropriate state, regional, or local transportation plan PLUS one of the following:
- Meets Commonwealth's Opportunity Fund (COF) economic development criteria or
- In cases where the project is solely retaining jobs, the project must meet Virginia Investment Performance Grant Program (VIP) economic development criteria

Eligible Activities

- Transportation capacity development, on- and off-site
- Road, rail, mass transit, or other transportation access costs beyond the funding capability of existing programs
- Studies of transportation projects, including but not limited to, environmental analysis, geotechnical assessment, survey, design and engineering, advance right-of-way acquisition, traffic analysis, toll sensitivity studies, financial analysis, or any else permitted by law

Eligible Applicants

- Agency or political subdivision of the Commonwealth

Credit Assistance Information

- Grants of up to $5 million dollars
- Interest-free loans up to the maximum of $30 million, based on funding availability; loan terms may not exceed 7 years

Application/Request Information

- See website

Risks and Constraints

- Funds are not intended to supplant existing or programmed funds from other sources
- Funds should be used to support needs beyond funding capacity of existing programs

Virginia Transportation Partnership Opportunity Fund (TPOF)

Program Alignment

- High

Strategy for Use

- Direct
- Grant component highly accessible when coupled with state/regional needs and economic development criteria
- Consider as one source in a multi-funded capital stack, including as federal match

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification
- Political + Regional + Industry Coordination

Virginia Transportation Infrastructure Bank (VTIB)

Description

Program provides loans, credit enhancements and other financial assistance to eligible borrowers to finance the cost of transportation projects and facilities. VTIB's purpose is also to encourage the investment of public and private funds in the development of eligible transportation projects and to provide an alternative source of financing for present and future transportation needs in the Commonwealth. VTIB's enabling legislation provides for possibility of grants to be made from the fund.

Agency/Office

- Commonwealth Transportation Board (CTB)
- VDOT
- Virginia Resources Authority (VRA)

Federal/State/Local/Regional

- State

Opportunity Type

Financing

Eligibility

- Construction, reconstruction, rehabilitation or replacement of any interstate, state highway, toll road, tunnel, local road, or bridge
- Construction, reconstruction, rehabilitation or replacement of any a) mass transit, b) commuter, passenger or freight rail, c) port, or d) airport facility; or the acquisition of any rolling stock, vehicle or equipment
- Project must be of local, regional, or statewide significance and meet the public interest defined in § 33.2-214.1 (A) - Statewide prioritization process for project selection

Eligible Activities

- Project development
- Construction

Eligible Applicants

- Locality
- Private entity
- Eligible borrower, which means any i) Private Entity, ii) Governmental Entity, iii) instrumentality, corporation or entity established by any of the foregoing pursuant to § 33.2-1505; or, iv) combination of two or more of the foregoing

Credit Assistance Information

- Interest rates are set in accordance with methodology provided in program guidelines (Appendix D)
- Interest rate subsidy may be justified based on project constraints and affordability factors

Application/Request Information

- See website

Virginia Transportation Infrastructure Bank (VTIB)

Risks and Constraints

- Debt service mechanism/source required
- Funds are not intended to supplant existing or programmed funds from other sources; instead, funds should be used to support needs beyond funding capacity of existing programs
- Project must be of local, regional, or statewide significance and meet the public interest defined in § 33.2-214.1 (A) - Statewide prioritization process for project selection
- Application based process for scoring eligibility, which also includes assessment of applicant and project creditworthiness, plan of finance, cash flow, and other analyses
- Enabling legislation provides for possibility of grants to be made from the fund; however, grants are not commonly awarded

Virginia Transportation Infrastructure Bank (VTIB)

Program Alignment

- Medium

Strategy for Use

- Direct
- Accessible if CFX is designated as a priority project
- Focus on identifying prioritized segments with greatest benefits, working to have segment(s) designated as priority project for future funding

Roadmap Theme(s)

- Connectivity + Infrastructure + Resilience
- Economic Development + Diversification

Appendix C

Matching Opportunities Matrix

Appendix C
Matching Opportunities Matrix

Source	Description	How to Access
Braided Funding	•Refers to the strategic use of multiple federal funding sources on a single project, where each source retains its identity and reporting requirements •This approach can help meet match requirements for discretionary grants if the statutes governing the other federal programs explicitly allow their funds to be used as match •Braiding requires careful documentation, separate accounting for each funding stream, and coordination among agencies to ensure compliance	Coordination with VDOT is recommended to gain appropriate concurrences and approvals
In-Kind Contributions	•In-kind contributions allow non-cash resources, for example, donated materials, equipment, land, or professional services, to count toward the non-federal share of a project •While in-kind contributions do not generate new funding, they reduce the need for cash match and demonstrate strong local commitment, which can improve competitiveness in discretionary grant programs •Typically take the form of services (e.g., volunteer engineering services, overhead staff costs, or other volunteer costs), items like aggregate, asphalt, or steel provided at no cost; and equipment; services must be necessary, reasonable, and allowable under the federal program •Must be properly documented, valued at fair market rates, and approved by the federal awarding agency	Coordination with VDOT is recommended to ensure compliance with 2 CFR 200 cost principles and program-specific requirements
Local Resources	•Local budgetary resources, including Coal Severance Tax Funds, General Funds, and other funds, could be allocated for match purposes •Local funds can provide match for grants and signal strong community commitment, but many local governments face fiscal constraints	Coordination with local governments is needed to assess budget capacity and processes
Other State Funds	•State funds provided from non-transportation related sources are considered non-federal and fully eligible as match •Including state resources demonstrates strong local commitment, which improves competitiveness in discretionary grant evaluations •State contributions can be combined with local funds, private sector support, in-kind contributions, and toll credits to create a robust match package •Ensure that state funds are not derived from another federal source, as that would make them ineligible for the non-federal share or they would need to eligible for braiding	Coordination with applicable agencies and/or elected officials
Soft Match (i.e., Toll Credits)	•A state may earn toll credits when a public, quasi-public, or private agency uses toll revenues to build, improve, or maintain highways, bridges, or tunnels •A calculation is performed to confirm the amount of toll credits a state has accrued; this is reviewed and approved by FHWA •Toll credits may be used as soft match to satisfy match requirements for some federal transportation programs, ultimately making some projects eligible for full federal reimbursement • Toll credits do not provide cash; instead, they act as a credit that effectively increases the federal share on a project to up to 100% of eligible costs •Use of soft match is complex and requires a number of conditions to be met, including that the state has toll credits available and approved for use by FHWA, and the intent to use soft match for eligible programs must be documented during the grant agreement process	Coordination with VDOT to confirm program eligibility and availability of soft match

Appendix D

Project Highlights

Project Highlight: Corridor Q/Route 460 Connector, Buchanan County, Virginia (Breaks Interstate Park to Southern Gap, including Poplar Creek)

Project Description

The Corridor Q/Route 460 Connector is a multi-phase highway expansion advancing critical links in Southwest Virginia's transportation network. The project includes segments where US 460 and US 121/CFX share alignment near Breaks Interstate Park, Grundy, and Southern Gap. The first segment opened in 2020, followed by an additional 8 miles in 2023 (Hawks Nest Alpha Section to Southern Gap). Poplar Creek Phase A (2.74 miles) opened in October 2025, with Phase B (approx. 2 miles, including a 175-foot-tall bridge) under construction and completion anticipated by 2027.

The project leverages innovative public-private partnerships and coal synergy construction, where active mining operations facilitate roadway grading and earthwork, reducing costs and environmental impacts. Corridor Q/Route 460 is a critical component of the federally designated Appalachian Development Highway System (ADHS), supporting regional connectivity, economic development, and improved access to healthcare, jobs, and education.

Project Cost

- Poplar Creek Phase A: $200 million
- Poplar Creek Phase B: $207 million
- Overall corridor: Multiple segments, phased funding

Delivery Method

- Public-private partnership through coal synergy construction

Funding/Financing Sources

- Dedicated federal funding from ADHS for Corridor Q segments
- State and local contributions
- Private sector (coal industry) in-kind support for earthwork and materials

Private Partnership Involvement

- Developed through a coal synergy partnership with coal companies providing right-of-way, grading, and materials in exchange for access to coal reserves
- This approach accelerated delivery and reduced costs

Project Timeline

- Initial segment opened in 2020
- 8-mile overlap segment opened in 2023
- Poplar Creek Phase A opened in October 2025
- Poplar Creek Phase B under construction, completion expected by 2027

Key Outcomes/Benefits

- Accelerates and facilitates connectivity in Southwest Virginia
- Reduces construction costs and environmental impacts in challenging terrain
- Supports economic development, interstate commerce, and freight mobility

Project Highlight: Corridor Q/Route 460 Connector, Buchanan County, Virginia (Breaks Interstate Park to Southern Gap, including Poplar Creek)

- Demonstrates phased delivery and innovative funding strategies
- Provides modern, safe transportation infrastructure and reduces travel time

Completion/Status

- Ongoing construction with multiple segments open to traffic

Strategic Integration with CFX Roadmap Themes

Theme 1: Economic Development + Diversification

- Advances job creation and economic diversification by improving access for new industries and supporting freight mobility
- Coal synergy partnerships foster regional economic development and leverage local resources
- Promotes regional success stories (e.g., innovative coal synergy construction) to attract investment and highlight lost opportunities due to prior infrastructure gaps

Theme 2: Connectivity, Infrastructure + Resilience

- Provides critical multi-lane highway links, reducing travel times to jobs, schools, and healthcare
- Sequenced investments (phased delivery) build momentum and demonstrate proof-of-concept for further investment
- Leverages federal and state funding from a variety of sources along with private partnership, reducing costs and maximizing benefits for prioritized segments and enhancing regional resilience

Theme 3: Community Building

- Integrates reclaimed mining lands into transportation and community development, supporting placemaking and sustainable land use
- Considers community input in alignment and construction phasing to minimize disruption and support local needs
- Demonstrates scalable models for revitalization, like Southern Gap

Theme 4: Energy + Environmental Opportunities

- Reduces environmental impact through coal synergy construction
- Aligns roadway development with post-mining land use

Theme 5: Political, Regional + Industry Coordination

- Demonstrates coalition-building among VDOT, regional stakeholders, federal agencies, and private partners
- Uses innovative public-private partnerships and governance models to advance regional goals
- Strengthens advocacy for the Coalfields Expressway

Project Highlight: King Coal Highway, West Virginia

Project Description

The King Coal Highway is a planned four-lane, approximately 95-mile corridor in southern West Virginia, along US Route 52 from US Route 119 near Williamson to I-77 in Bluefield. Designated as part of the high-priority I-73/I-74 North-South Corridor, the highway is divided into 11 independent sections with environmental approvals secured for the entire route. Construction to date includes the 12-mile "Red Jacket" section in Mingo County, completed through coal synergy partnerships, and recent progress near Bluefield with timber clearing and contract awards for new segments. In late 2023, a three-mile stretch from Airport Road to John Nash Boulevard near Bluefield opened to traffic. In November 2024, a $58 million contract was awarded for a new 2.5-mile section from Littlesburg to Mercer County Airport, with final permitting pending. Additional segments are in planning and environmental review. The project leverages public-private partnerships with coal companies for right-of-way and grading, aiming to improve regional connectivity, support economic development, and enhance safety across five counties.

Project Cost

- Entire 95-mile facility: $1.6 billion (2004 estimate)
- Red Jacket section: $146 million to $169 million
- Littlesburg–Airport Road section: $58 million (2024 contract)

Delivery Method

- Special negotiated agreements, leveraging coal synergy partnerships for right-of-way, grading, and road foundation construction

Funding/Financing Sources

- Federal and state funding
- Private sector (coal industry) in-kind support for construction and materials

Private Partnership Involvement

- Developed through a coal synergy partnership with coal companies providing right-of-way, roadbed, and rough grading for access to coal reserves

Project Timeline

- Priority designation: 1995
- King Coal Highway Authority formed: 1999
- Red Jacket section opened: 2011
- Airport Road–John Nash Blvd section opened: December 2023
- Littlesburg–Mercer County Airport section contract awarded: November 2024; construction expected to begin spring/summer 2025 (no updates identified), pending permits; projected opening: 2027
- Additional segments in planning and environmental review

Project Highlight: King Coal Highway, West Virginia

Key Outcomes/Benefits

- Provides safer, more efficient access to the regional roadway network
- Supports economic development, tourism, and community revitalization in southern West Virginia
- Reduces conflicts between truck and local traffic, improves emergency access
- Opens southern West Virginia to interstate access and broader markets

Strategic Integration with CFX Roadmap Themes

Theme 1: Economic Development + Diversification

- Unlocks new business opportunities and supports regional transformation in southern West Virginia
- Attracts investment and diversifies the economy beyond coal through improved access and infrastructure
- Leverages federal, state, and private funding to stimulate local growth

Theme 2: Connectivity, Infrastructure + Resilience

- Delivers a modern, four-lane corridor connecting five counties and linking to the Coalfields Expressway in West Virginia
- Reduces travel times, enhances safety, and improves freight and emergency access
- Phased construction and coal synergy partnerships maximize efficiency and resilience

Theme 3: Community Building

- Supports community revitalization by improving access to jobs, healthcare, and education
- Highway alignment and phased delivery incorporate and reflect community priorities and needs

Theme 4: Energy + Environmental Opportunities

- Coal synergy approach uses active mining operations for earthwork and grading, creating efficiencies
- Aligns roadway development with post-mining land use

Theme 5: Political, Regional + Industry Coordination

- King Coal Highway Authority coordinates efforts across counties, agencies, and private partners, demonstrating one model for the convening capability of the highway authority
- Uses innovative public-private partnerships to accelerate project delivery and reduce costs
- Strong advocacy and coalition building enable legislative and other support

Project Highlight: Magoffin-Floyd Section, Mountain Parkway Expansion, Kentucky

Project Description

The Magoffin-Floyd section is the final 13-mile section of the $1 billion Mountain Parkway project, creating a new four-lane, limited-access highway from U.S. 460 in Salyersville to KY-404 near Prestonsburg. This is the longest and section with all-new roadway construction. The cross-country alignment was chosen to minimize property impacts and improve safety, rather than widening existing KY 114. The new roadway includes multiple new bridges, a modern roundabout at the eastern terminus in Prestonsburg, and significant earthwork totaling approximately 30 million cubic yards.

Project Cost

- Estimated at nearly $300 million for this 13-mile section

Delivery Method

- Progressive Design-Build
- Lead contractor is Bizzack Construction Co. with design partners

Funding/Financing Sources

- Federal INFRA grant totaling $116.3 million
- State General Fund commitment totaling $150 million
- Other state/federal highway funds

Private Partnership Involvement

- None

Project Timeline

- Mountain Parkway Expansion initiative accelerated in 2014
- Preferred cross-country alignment announced in September 2022
- Environmental approval (NEPA/FONSI) received June 2024
- Contractor selection (Bizzack Construction) announced August 2023
- Groundbreaking for Magoffin-Floyd segment held August 2025

Key Outcomes/Benefits

- Closes the final gap in a continuous 45-mile Mountain Parkway corridor in Eastern Kentucky
- Enhances safety, reduces property impacts, and improves travel times
- Supports economic development and connectivity for remote and underserved areas

Completion/Status

- Ongoing construction

Project Highlight: Magoffin-Floyd Section, Mountain Parkway Expansion, Kentucky

Strategic Integration with CFX Roadmap Themes

Theme 1: Economic Development + Diversification

- Closes a critical gap in Eastern Kentucky's highway network, supporting regional transformation and attracting new industries
- Federal and state investment demonstrates commitment to economic diversification beyond coal

Theme 2: Connectivity, Infrastructure + Resilience

- New four-lane corridor improves safety, reduces travel times, and enhances access to jobs, schools, and healthcare
- Sequenced investments and modern design features including bridges and roundabouts build momentum and demonstrate scalable solutions

Theme 3: Community Building

- Cross-country alignment minimizes property impacts and supports community development
- Public engagement and alternative alignment studies integrate community priorities and address population decline

Theme 4: Energy + Environmental Opportunities

- Cross-country alignment was chosen to reduce property and community impacts, which can also help avoid disruption to existing land use and natural features

Theme 5: Political, Regional + Industry Coordination

- Multi-level coordination (state, federal, local) and innovative delivery (progressive design-build) advance regional goals
- Legislative and grant funding reflect strong advocacy and coalition-building

Project Highlight: US 460 Corridor Improvements Project, Pike County, Kentucky

Project Description

The US 460 Corridor Improvements project delivers a modern four-lane, partially controlled-access highway connecting US 23 near Pikeville, KY, to the Virginia state line at Breaks Interstate Park. This new alignment replaces a narrow, winding two-lane roadway built in the 1920s–1930s, significantly improving safety, mobility, and travel efficiency across Eastern Kentucky and Southwest Virginia. The corridor is part of the Appalachian Development Highway System (ADHS) and will ultimately link to the Coalfields Expressway in Virginia.

Project Cost

- Approximately $800 million

Delivery Method

- Traditional Design-Bid-Build

Funding/Financing Sources

- Dedicated federal funding from ADHS and other FHWA funds
- State highway funds
- Local Pike County funding for development initiatives related to industrial sites along the corridor

Private Partnership Involvement

- N/A

Project Timeline

- Planning Initiated: 1990
- Preliminary Design: 1995
- Construction Start: May 2002
- First Segment Opened: 8 miles in 2014
- Second Segment: 3.5 miles in 2020
- Final Segment: 5.2 miles completed and opened October 2025

Key Outcomes/Benefits

- Increased safety by replacing hazardous curves and narrow lanes with modern design standards
- Reduces travel distance between Pikeville, KY, and Grundy, VA, from 43 miles to 33 miles, significantly reducing travel time
- Opens access to industrial sites (Wolf Pit, Jesse Branch, John Moore Branch) and supports tourism at Breaks Interstate Park
- Enhances regional connectivity to Virginia and future Coalfields Expressway, improving freight movement and access to I-77 in West Virginia

Project Highlight: US 460 Corridor Improvements Project, Pike County, Kentucky

Strategic Integration with CFX Roadmap Themes

Theme 1: Economic Development + Diversification

- Opens access to multiple industrial sites (Wolf Pit, Jesse Branch, John Moore Branch), creating opportunities for manufacturing, logistics, and energy-related businesses
- Improves connectivity to attract private investment and support diversification beyond coal, fostering growth in tourism, retail, and service sectors
- Reduces transportation costs and improves freight efficiency, strengthening regional competitiveness

Theme 2: Connectivity, Infrastructure + Resilience

- Provides a modern four-lane highway that meets current safety standards
- Creates a reliable transportation link for emergency response, healthcare access, disaster recovery in mountainous terrain
- Supports regional mobility by connecting Pikeville to Grundy, linking Kentucky's transportation network to Virginia's Coalfields Expressway and I-77 in West Virginia

Theme 3: Community Building

- Improves access to jobs, education, and healthcare for rural communities, aiming to retain population and reduce outmigration
- Creates opportunities for recreational travel and tourism throughout the region, strengthening cultural ties and communities

Theme 4: Energy + Environmental Opportunities

- Environmental mitigation strategies included stream protection, archaeological surveys, and wildlife habitat preservation

Theme 5: Political, Regional + Industry Coordination

- Demonstrates collaboration among the Kentucky Transportation Cabinet (KYTC), the Appalachian Regional Commission (ARC), FHWA, local governments, and private stakeholders to secure funding
- Coordination with Virginia and West Virginia transportation agencies ensures seamless integration with regional corridors, amplifying economic and mobility benefits

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