List of Public Works Grant Opportunities

Cal OES: Hazard Mitigation Grant Program (HMGP)
Deadline: Rolling deadline for NOI
Amount: Project max is unspecified. $150,000 for single jurisdiction plan, $250,000 for multi-jurisdiction plan.
Match: Generally, HMA funds may be used to pay up to 75% of the eligible activity costs. The remaining 25% of eligible activity costs are derived from non-Federal sources
Eligibility: States, local communities and tribal governments
https://www.caloes.ca.gov/cal-oes-divisions/recovery/disaster-mitigation-technical-support/404-hazard-mitigation-grant-program
Funding Priorities:

- Local Hazard Mitigation Plans (LHMP) updates that will expire within 24 months.
- All other LHMP updates.
- Shovel ready projects with a high level of design that can begin construction within 90 days of FEMA approval, in declared counties.
- Shovel ready projects with a high level of design that can begin constructions within 90 days of FEMA approval, in all other counties.
- Whole community risk reduction/large critical infrastructure wildfire projects.
- Whole community risk reduction/large critical infrastructure projects for other hazard types.
- Wildfire projects in any county.
- All hazard type projects in any county.
- Planning related activities.
- Five percent (5%) Initiative projects.

Building Resilient Infrastructure and Communities (BRIC)
Deadline: Currently accepting NOIs
Amount: TBD
Match: 25%
Eligibility: Local governments, including cities, townships, counties, special district governments, state agencies and federally recognized tribal governments (who choose to apply as subapplicants) are considered subapplicants. They must submit subapplications to their state, territory or tribal applicant agency.

- Subapplicants must have a FEMA-approved local or tribal Hazard Mitigation Plan in accordance with Title 44 Code of Federal Regulations Part 201 by the application deadline. They must also have one at the time of obligation of grant funds for hazard mitigation projects and capability- and capacity-building activities. Hazard mitigation planning and planning-related activities, partnerships and building codes are exempt from the plan requirement. Federally recognized tribal governments, submitting as subapplicants to a state or territory, are included in this exemption.

Link: https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities/before-apply
Purpose: The Building Resilient Infrastructure and Communities program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment

in community resilience. Examples of BRIC projects are ones that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design.
For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector partners. Or an innovative project may offer multiple benefits to a community in addition to the benefit of risk reduction.
Through BRIC, FEMA continues to invest in a variety of mitigation activities with an added focus on infrastructure projects benefiting disadvantaged communities, nature-based solutions, climate resilience and adaptation, and adopting hazard resistant building codes.

Economic Development Administration (EDA):PWEAA, Recompete, Build to Scale
Amount: $100,000 to $30 million.
Match: No
Due: Rolling basis, no deadline.
Link: https://www.eda.gov/funding/funding-opportunities
Purpose: EDA solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and EAA programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive- merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States.
*****CEDS (Comprehensive Economic Development Strategy) needed for EDA grants**

USDOT: RAISE Grant
Deadline:
FY 2025 Deadline: January 13, 2025 at 11:59 pm Eastern
FY 2026 Deadline: January 13, 2026 at 11:59 pm Eastern
Amount:
For capital projects located in urban areas, the minimum award is $5 million.
For capital projects located in rural areas, the minimum award is $1 million.
Planning projects do NOT have a minimum award size.
The maximum grant award is $25 million.
Match: Up to 20%
Eligibility: Cities, counties, districts, federal agencies, state agencies
URL: https://www.transportation.gov/RAISEgrants/about
Purpose: RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.
Objective:
• Invest in surface transportation that will have a significant local or regional impact; and
• Support projects that are consistent with the Department's strategic goals: improve safety, economic strength and global competitiveness, equity, and climate and sustainability.

California Strategic Growth Council: Community Resilience Centers Program
Deadline: July 2024

Implementation Grant Pre-Proposal Deadline: August 25th, 2023
Amount: Planning grants: $100,000 to $500,000; Project Development grants: $500,000 to $5M; Implementation grants: $1M - $10M
Match: No
Eligibility: Cities, counties, special districts, JPAs, COGs, nonprofits, tribes, CBOs, community development finance institutions or community development corporations, emergency management, response, preparedness and recovery service providers and organizations. All communities are eligible to apply. SGC Staff will prioritize projects located in under-resourced communities.
Intent to Apply: To demonstrate interest in applying for a CRC Planning Grant, Project Development Grant, or Implementation Grant, all prospective applicants are strongly encouraged to submit an Intent to Apply Survey as early as possible.
Program URL:https://sgc.ca.gov/programs/community-resilience-centers/ **Summary:** SGC's CRC program will fund new construction and upgrades of neighborhood-level resilience centers to provide shelter and resources during climate and other emergencies, such as extreme heat events and poor air quality days. Program will also fund ongoing year-round community services and programs, such as food distribution and workforce development training, that build overall community resilience. SGC will prioritize community-serving locations across the state, such as schools, libraries, community centers, health clinics, and places of worship. SGC's CRC program will fund both planning and implementation activities. *There is a pre-proposal phase for Implementation Grants ONLY, which includes a 5-page concept paper. Those invited will submit full applications.*

Caltrans: Reconnecting Communities
Deadline: September 2024
Amount: $149M for the entire program.
Match: Not Required, but encouraged
https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b Highway to Boulevard Pilot Program: Caltrans' Reconnecting Communities Program centers on equitable community engagement and relationship building to facilitate a way for affected communities to express how they are burdened by highway facilities, identify their need for reconnection and improved access, and develop transformational strategies and connectivity solutions. Funding is intended to assist with the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. These legacy impacts will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.

DOT: Reconnecting Communities and Neighborhoods Program
Deadline: September 2024
Amount: Up to $100,000,000
Match: Yes, up to 50%
Eligibility: 1) A State; 2) A unit of local government; 3) A Tribal government; 4) A Metropolitan Planning Organization; or 5) A non-profit organization RCP Capital Construction Grants: 1) Owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed; or 2) a partnership between a facility owner (#1 above) and any eligible RCP Community Planning Grant applicant. See the NOFO for additional details on eligibility.
URL: https://www.grants.gov/search-results-detail/348959
Purpose: The RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). Funds for the fiscal year (FY) 2023 RCP grant program are to be awarded on a competitive basis to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development. This RCN NOFO is a combination of two major discretionary grant opportunities: The Reconnecting Communities Pilot (RCP) and Neighborhood

Access and Equity (NAE) Programs. USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities,
- Aiming to improve access to daily destinations such as jobs, education, healthcare, food, and recreation,
- Fostering equitable development and restoration, and
- Reconnecting communities by removing, retrofitting, mitigating, or replacing highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

USBR: WaterSmart WEE Grant Program:

Deadline: October 30th, 2024 no later than 4:00 pm MDT
Match: Yes 50%
Amount: up to $5 Million
The objective of the WaterSMART Water and Energy Efficiency Grants Funding Opportunity is to invite states, Indian tribes, irrigation districts, water districts, other organizations with water or power delivery authority, and partnering nonprofit conservation organizations to leverage their money and resources by cost sharing with Reclamation on projects that seek to conserve and use water more efficiently; increase the production of renewable energy; mitigate conflict risk in areas at a high risk of future water conflict; and accomplish other benefits that contribute to water supply sustainability in the western United States.
Federal USBOR grant. Can fund scada, installation of water meters, etc.
Link: https://www.grants.gov/search-results-detail/350982
https://www.grants.gov/search-results-detail/350982
Through WaterSMART Water and Energy Efficiency Grants (formerly Challenge Grants) Reclamation provides 50/50 cost share funding to irrigation and water districts, tribes, states and other entities with water or power delivery authority. Projects conserve and use water more efficiently; increase the production of hydropower; mitigate conflict risk in areas at a high risk of future water conflict; and accomplish other benefits that contribute to water supply reliability in the western United States. Projects are selected through a competitive process and the focus is on projects that can be completed within two or three years.

EPA: Environmental and Climate Justice Community Change Grants Program

Deadline: November 21, 2024
Amount: Awards under Track I are expected to be between $10-20 million each and cannot exceed $20 million. Awards under Track II are expected to be between $1-3 million each and cannot exceed $3 million. EPA expects to award approximately $1.96 billion for about 150 Track I awards, including those under the Target Investment Areas described below in B, and approximately $40 million for about 20 Track II awards.
Match: No cost-sharing or matching is required as a condition of eligibility under this NOFO.
Eligibility: Consistent with CAA §138(b)(3) and Assistance Listing 66.616, applicants eligible to apply and receive grants under this NOFO are (1) a partnership between two community-based nonprofit organizations (CBOs) as defined below, or (2) a partnership between a CBO and one of the following: a federally recognized Tribe, a local government, or an institution of higher education. These types of partnerships for eligibility purposes are known as Statutory Partnerships. Further eligibility requirements are described below.
Link: https://www.epa.gov/inflation-reduction-act/inflation-reduction-act-community-change-grants-program
The Community Change Grants are the final and most comprehensive piece of EPA's implementation of ECJP IRA funding. The Community Change Grants will complement grant programs that EPA launched

in 2022 and 2023, including those for the Collaborative Problem-Solving, Government-to-Government, and Thriving Communities Grantmaker programs. Collectively, these programs will empower communities and their partners to design, develop, and implement multi-faceted community-driven projects. These programs will address the diverse and unique needs of disadvantaged communities by: 1. Reducing and preventing pollution; 2. Building resilience to climate change and mitigating current and future climate risks; 3. Enhancing meaningful involvement in government processes related to environmental and climate justice; 4. Expanding access to high-quality jobs and economic opportunity through workforce development; and 5. Bolstering community strength by ensuring that local residents receive the benefits of investments and have the opportunity to build on them for current and future generations.

CalOES: Community Power Resiliency
Deadline: TBD.
Amount: Maximum during the last cycle was $300k
Match: No
Link:https://www.caloes.ca.gov/office-of-the-director/policy-administration/finance-administration/grants-management/community-resiliency-listos-grants/
Summary: The Community Resiliency Grant is the next generation of the Public Safety Power Shutoff Grant. The grant is to help maintain the continuity of critical services that arel vulnerable to power outages, including Schools, County Election Offices, Food Storage and other locations. This grant is expected to be reissued by a new cycle has not been publicized at this juncture.

U.S. Department of Transportation: INFRA (Nationally Significant Multimodal Freight & Highway Projects) Program
Deadline: TBD (Not released as of 10/2/23)
Amount: $5 million to $800 million (based on previous round)
Match: Yes
Eligibility: States, MPOs serving urbanized areas, local government, special districts or public authority with
transportation function, tribal governments, multistate corridor organization. The INFRA grant program funding will be made available under the MPDG combined Notice of Funding Opportunity (NOFO).
Program URL: https://www.transportation.gov/grants/infra-grant-program **Summary:** Program awards competitive grants 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.
Eligible projects:

- A highway freight project on the National Highway Freight Network ● A highway or bridge project on the National Highway System
- A 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
- A highway-railway grade crossing or grade separation project
- A wildlife crossing project
- A 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
- A 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

U.S. Department of Transportation: Transit-Oriented Development (TOD) Planning Grant

Deadline: TBD

Amount: $13 million is program total

Match: Varies

Eligibility: State or local governmental authorities

URL:

https://www.grants.gov/search-results-detail/349790

Purpose: TOD focuses growth around transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems. Sustainable Community Strategies that help meet the regional targets established by CARB.

U.S. Department of Transportation: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Deadline: TBD

Amount: Up to $2 million

Match: No

Eligibility: States, political divisions of a state, tribal governments, public transportation authority or agency, public toll authority, MPOs

https://www.transportation.gov/grants/SMART

Program is open to Stage 1: Planning and Prototyping projects. The SMART Grants Program funds projects that focus on using technology interventions to solve real-world challenges facing communities, always with a focus on purpose-driven innovation and supporting technologies that provide clear, near-term benefits. A SMART grant may be used to carry out a project that demonstrates at least one of the following:

- Coordinated automation
- Connected vehicles
- Sensors
- Systems integration
- Delivery/logistics
- Innovative aviation
- Smart grid
- Traffic signals

U.S. Department of Transportation: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program (Part B): Resilience Improvement Grants - FY 2022/2023

Deadline: TBD

Amount: Depending on category, $100,000 to no maximum.

Match: Depending on category, No match to 20% match.

Eligibility: States, MPOs, local governments, and Indian Tribes

Program URL:

https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Summary: The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. Projects selected under this program should be grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities. Furthermore, selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure, which is

explicitly eligible under the program. Categories: There are four categories of funding under the PROTECT Discretionary Grant Program. One category is for Planning Grants. The other three categories are for Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure projects.

Rubberized Pavement Grant Program
Deadline: TBD
Amount: The maximum grant award is $250,000 for individual applications, $350,000 for joint applications, and $500,000 for Qualifying Tribal Entities
Match: No, funds based on amount of rubberized pavement needed (weight)
Eligibility: Local governments (cities, counties, or cities and counties) as defined in PRC section 48617. Other local governmental agencies (including regional park districts, special districts, and Joint Powers Authorities (JPA) [where all participating entities are otherwise eligible]). Qualifying Tribal Entities (see Proposed Changes). State Agencies (only for Class 1 bikeways, greenways, and disability access projects at parks).
Link: https://calrecycle.ca.gov/tires/grants/pavement/fy202324/
Purpose: The Department of Resources Recycling and Recovery (CalRecycle) administers a program to provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products. The Rubberized Pavement Grant Program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Rubberized Asphalt Concrete Hot-Mix (Hot-Mix) and Rubberized Chip Seal (Chip Seal).

California Department of Housing & Community Development: Homekey:
Deadline: TBD
Amount: Capital Award Per Door - $150,000 to $200,000; Operating Award Per Unit - $1,000 to $1,400 (per Assisted Unit per month).
Match: No
Opportunity to develop a broad range of housing types, including but not limited to hotels, motels, hostels, single-family homes and multifamily apartments, adult residential facilities, and manufactured housing, and to convert commercial properties and other existing buildings to Permanent or Interim Housing for the Target Population.
Link: https://www.hcd.ca.gov/grants-and-funding/homekey

CORE Voucher Incentive Program
Deadline: First come, first serve
Amount: Rebate/incentive, about 70%
Match: No
Link: https://californiacore.org/how-to-participate/
Eligible Equipment: https://californiacore.org/equipmentcatalog/
Check Funding: https://californiacore.org/ticker/
The California Air Resources Board (CARB), in partnership with CALSTART, launched the Clean Off-Road Equipment Voucher Incentive Project (CORE) to accelerate the purchase of zero-emission off-road equipment in California. CORE, analogous to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), is a project intended to encourage California companies to purchase or lease currently commercialized zero-emission off-road freight equipment by providing a streamlined voucher process to offset the higher cost of such technologies.
CORE voucher amounts are based on the incremental cost difference between traditional equipment and new zero-emission alternatives. Additional funding is available for charging infrastructure, equipment deployed in pollution overburdened communities (DACs), and equipment purchased by small

businesses.
****Landscaping Equipment Reserved for Licensed Landscapers**

South Coast AQMD Voucher Incentive Programs (Fleet and lawn/landscaping equipment)
Deadline: First-Come, First-Served Basis (no application deadline; open until funds are exhausted)
Amount: Up to 85% discount will be provided, up to the funding caps listed below (whichever is less):; 20% match for fleet
Match: No
Eligibility: Cities are welcome to apply as well as School Districts and licensed landscapers
http://www.aqmd.gov/home/programs http://www.aqmd.gov/home/programs/business/business-detail?title=air-quality-investment-program
South Coast AQMD offers a broad range of programs for businesses, the community, and local government that help to achieve cleaner air quality for all. Many of these programs offer financial incentives for implementing new clean air technologies. Some provide partnerships and new ways of addressing air quality issues throughout the **South Coast Basin.**

MLB-MLBPA Youth Development Foundation:
Due: Rolling basis, no deadline.
Link: https://www.baseballydf.com/
Match: No
Purpose: Created to increase participation in and expand access to youth baseball and softball. Supports capital projects including building and renovating fields and practice facilities and installing lighting. It also supports baseball/softball programs and education initiatives. There is no funding range for grant requests.

SRF Programs
Deadline: Ongoing
Amount: Varies Depending on Project
Match: Low Cost Loan with PF option
https://www.waterboards.ca.gov/water_issues/programs/

Carl Moyer Grant
Deadline: Varies depending on APCD
Amount: Varies depending on ask
Match: Yes, 15%
Link: https://ww2.arb.ca.gov/carl-moyer-program-apply
The Carl Moyer Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that required by law through retrofitting, repowering or replacing their engines with newer and cleaner ones.
These grants are issued locally by air pollution control districts and air quality management districts. Not all air districts fund every type of Carl Moyer Program project available. Please contact your local air district for the most updated information on funding availability, project eligibility, applications, and application selection timeline.
Projects that reduce emissions from heavy-duty on and off-road equipment qualify. This includes trucks over 14,000 gross vehicle weight, off-road equipment such as construction and farm equipment, marine vessels and locomotives, stationary agricultural equipment, forklifts, light-duty and other agricultural sources and airport ground support equipment.

CMAQ and STBG Programs

Deadline: Varies depending on local Transportation commission or COG, StanCOG is March 15, SCAG is March 29th
Amount: in the millions
Match: No
Link: look up local COG or TC
https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-transit-and-highway-improvements
Congestion Mitigation and Air Quality (CMAQ) program - The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.
Surface Transportation Block Grant (STBG) - The STBG program provides flexible funding to best address State and local transportation needs.

Federal Highway Administration/DOT: Active Transportation Infrastructure Investment Program (ATIIP)

Deadline: June 2025
Amount: $100,000 to $15,000,000
Match: 20% - FHWA expects the period of performance to be no more than 2 years for Planning and Design grants and 5 years for Construction grants.
Eligibility: Local or Regional Governmental Organizations; Multicounty Special Districts; State; Multistate Group of Governments; or An Indian Tribe.
URL: www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
Purpose: The innovative new ATTIP grant program is keen to fund:

- Investment that is uniquely contracted to enable communities to plan and construct connected active-transportation systems. Priority will be given to local governments and communities that are planning and building connected active-transportation networks—making it safer and more convenient for people to get where they need to go on foot, by bicycle and by wheelchair. Local governments know that this investment is critical to reduce transportation-related fatalities, strengthen their economies, provide more transportation options to underserved communities and reduce greenhouse gas emissions.
- Active transportation networks that connect people to everyday destinations like public transportation, businesses, workplaces, schools and other community activity centers, as well as active transportation/ trail spines that link communities and regions.
- Active transportation systems planned with community input or aimed at addressing disparities in bicyclist and pedestrian fatality rates, with opportunities for a higher federal share in disadvantaged communities.
- A rule to be issued that will encourage the use of categorical exclusions, expedited procurement techniques and other best practices to ensure that infrastructure is constructed quickly and efficiently with as little impact as possible.

Eligible projects include, but aren't limited to:

- o Trail construction and maintenance equipment
- o Trail/highway crossings and intersections
- o Recreational trails
- o Trail bridges
- o Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use.
- o Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use)
- o Signing for pedestrian or bicycle routes
- o Signs, signals, signal improvements (including accessible pedestrian signals)
- o Shared use paths / transportation trails
- o Separated bicycle lanes

- o Sidewalks (new or retrofit)
- o Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws
- o Stormwater mitigation related to pedestrian and bicycle project impacts

CalTrans: Active Transportation Program

Due: June 2025
Amount: Unspecified
Match: No, but might be a match if applying to funds from MPO
Eligibility: Local, Regional or State Agencies - Caltrans - Transit Agencies - Natural Resources or Public Land Agencies - State or local park or forest agencies - State or local fish and game or wildlife agencies - Department of the Interior Land Management Agencies - U.S. Forest Service - Public Schools or School Districts - Tribal Governments - Private Nonprofit Organizations (Recreational Trails Program only) - Any other entity with responsibility for oversight of transportation or recreational trails
Link:https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7
Purpose: The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals: Increase the proportion of trips accomplished by biking and walking; Increase safety and mobility for non-motorized users; Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009); Enhance public health; Ensure that disadvantaged communities fully share in the benefits of the program; Provide a broad spectrum of projects to benefit many types of active transportation users

USDOT: Safe Streets and Roads for All (SS4A)

Deadline: August 2025

Amount: $100,000 to $10 million

Match: Yes 20%

https://www.transportation.gov/grants/SS4A

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.

Cal Transportation Commision: Local Transportation Climate Adaptation Program (LTCAP)
Deadline: August 2025
Amount: Max $50 Million
Match: Yes, 20%
https://catc.ca.gov/programs/local-transportation-climate-adaptation-program
The Commission is required to develop program guidelines for the selection of projects that meet all of the following criteria:

- Increase climate resiliency and protect at-risk transportation infrastructure using California's climate projections, as specified in Planning and Investing for a Resilient California: A Guidebook for State Agencies;
- Are consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide, including meeting the climate resiliency goals of the region where the project is located;

- Include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project, consistent with the California State Adaptation Strategy; and
- Incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.

U.S. Department of Transportation: Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
Deadline: September 2024
Amount: $500,000 to $15 million; This is a cost reimbursement grant; estimated total program funding for 2024: $1,321,200,000
Match: Yes, 20%
Eligibility: Counties, cities, public housing authorities, special districts, IHEs, tribal governments
https://grants.gov/search-results-detail/354602
The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, urban and rural areas alike, in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Bipartisan Infrastructure Law provides $2.5 billion over five years for this program. This first round of funding makes $700 million from Fiscal Years 2022 and 2023 funding available to strategically deploy electric vehicle (EV) charging infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

CalTrans: Local Highway Safety Improvement Program (HSIP) Cycle 11
Due: September 2024
Amount: min $100k-max $10m
Match: No
Eligibility: Must be a city, a county, or a tribal government federally recognized within the State of California.
Link:https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Purpose: achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.