



#### -Popular Opportunities

##### **Cal OES: Hazard Mitigation Grant Program (HMGP)**

**Deadline:** Rolling deadline for NOI, Sub applications due 6/10/24

**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.

##### **South Coast AQMD: MANY OPPORTUNITIES AVAILABLE**

**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

**Eligibility:** Cities are welcome to apply as well as School Districts and licensed landscapers

<http://www.aqmd.gov/home/programs>

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**.

##### **San Joaquin Valley APCD: MANY OPPORTUNITIES AVAILABLE**

**Deadline:** First Come, First Serve

**Amount:** Up to 100% off costs of equipment for public agencies

**Match:** No

**Commented [1]:** Deadline is June 10, 2024 for subapplication

**Eligibility:** Varies based on program

<https://ww2.valleyair.org/grants>

The Zero-Emission Landscaping Equipment (ZELE) Voucher Program provides incentives for San Joaquin Valley landscapers, public agencies, and businesses that perform their own landscape maintenance, to replace their old gas-powered landscape equipment with new electric options.

**Amount:** Small business and public agency applicants may be eligible for up to 100% of the cost of new equipment, while large businesses may be eligible for up to 85% of the cost of new equipment. Maximum funding amounts may be reduced for large businesses to ensure the 15% cost share requirement is met.

EQUIPMENT TYPE	MAXIMUM AMOUNT PER EQUIPMENT
Edgers, String Trimmers, Hedge Trimmers, Chainsaws, Pole Saws and Brushcutters	Up to \$700
Leaf Blowers and Vacuums	Up to \$1,400
Walk-behind Mowers	Up to \$1,500
Ride-on/Stand-ride Mowers	Up to \$15,000
Additional Batteries and Chargers (for public schools in selected AB 617 Communities of Shafter, South Central Fresno, and Stockton only)	100% of purchase price for up to two (2) batteries and one (1) charger per piece of equipment purchased
Applicants that are not small businesses or public agencies must pay a minimum 15% cost share of eligible costs. Maximum funding amount may be reduced to ensure 15% cost share requirement is met.	

\* Additional batteries and chargers acquired as part of the new equipment purchase may be included in the total eligible costs.

#### **New Alternative Fuel Vehicle Purchase**

This component provides funding for the purchase of new alternative fueled vehicles (Electric, Plug-In Hybrid, CNG, LNG, LPG, etc). Applications for this component are currently being accepted on a first-come, first-serve basis. For specific information about the requirements of the component, please review the program guidelines. **Maximum Funding: Up to \$20,000 per vehicle, with a limit of \$100,000 per agency per year.**

#### **FEMA: Public Assistance Program**

**Deadline:** Public Assistance begins with the [Disaster Declaration Process](#).

When an area has received a Presidential declaration of an emergency or major disaster, then its state, tribal, territorial and local governments — and certain types of private non-profits — may be eligible to apply for Public Assistance (PA).

**Amount:** Varies

**Match:** Yes, 25%

<https://www.fema.gov/assistance/public/process#eligibility>

The mission of the Federal Emergency Management Agency's (FEMA's) Public Assistance (PA) Program is to provide assistance to State, local, Territorial, or Tribal, and local (SLTT) governments, and certain types of private nonprofit (PNP) organizations so that communities can quickly respond to and recover from major disasters or emergencies declared by the President. Through the PA Program, FEMA provides supplemental Federal grant assistance for debris removal, emergency protective measures, and the restoration of disaster-damaged, publicly owned facilities and specific facilities of certain PNP organizations. The PA Program also encourages protection of these damaged facilities from future incidents by providing assistance for hazard mitigation measures. FEMA provides this assistance based on authority in statutes, executive orders (EOs), regulations, and policies.

#### **BCSH: Encampment Resolution Fund**

**Deadline:** Application Window #3: 05/01/24-06/30/24

**Amount:** Average grant size per jurisdiction is \$2.5 million

**Match:** Yes

**Link:** [https://bcsh.ca.gov/calich/erf\\_program.html](https://bcsh.ca.gov/calich/erf_program.html)

Specifically, funded activities should center around either 1) Providing interim shelter with clear pathways to permanent housing; or 2) Placing homeless individuals directly into permanent housing. Eligible costs include, but aren't limited to:

- Rapid rehousing, including housing identification services, case management, rental subsidies, security deposits, incentives to landlords, and housing search assistance.
- Operating subsidies, including operating reserves, in new and/or existing affordable or supportive housing units, emergency shelters or navigation centers.
- Street outreach to access crisis services, thereby expanding accessibility to interim or permanent housing (more of a community engagement focus here).
- Services coordination, including access to workforce, education, and training programs.
- Systems support that complement or build upon regional partnerships (e.g., Harbor Interfaith Services, Beacon Light Mission, Doors of Hope, Family Crisis Center).
- Improvements to existing emergency shelters
- Admin costs (up to 5% of grant funds)

#### **Local Parks Grant Program**

**Deadline:** June 14th, 2024

**Amount:** Min \$15,000, max \$250,000 in grant awards for the Planning and Development track, and \$2,500,000 in grant awards for Implementation Grant track

**Match:** Not required, but recommended for implementation grants

**Eligibility:** 501(c)3 organizations, California Native American Tribes, Native 7871 Organizations, Land Trusts, Fiscally Sponsored Community Organizations, Foundations, and Local Government Agencies (City, County, Regional).

Local parks include land that is owned or managed by a local city, county, park or community service district, land trusts, regional park or open space district, non-profit organization or foundation, or any other entity other than federal and state agencies. Both indoor and outdoor spaces can be considered.

<https://artsincaliforniaparks.org/local-parks-grant-program/>

This new multi-year grant program intends to create local community connections to California's rich and diverse cultural history and natural areas outside of California's state park boundaries. Eligible projects will enhance connections to local cultural history, local parks, open space or natural areas through community events, programming or installations that help to build sustainable community connections, health and well-being. The Local Parks Grants Program will be managed and administered by Parks California.

This program supports the "Outdoor Access for All" initiative led by Governor Gavin Newsom and First Partner Jennifer Siebel Newsom, along with the Natural Resources Agency's "Outdoors for All" initiative, and California State Parks' Reexamining Our Past Initiative.

#### **SBIR: Federal And State Technology (FAST) Partnership Program**

**Deadline:** June 20th, 2024

**Amount:** A total amount of \$9,000,000 in FY 2024 and FY 2025 funding is available for new starts through this program. SBA expects to make approximately 45 awards with a maximum amount of up to \$200,000.

**Match:** Varies

**Eligibility:** state and local economic development agencies, colleges and universities, accelerators, incubators, Small Business Development Centers (SBDCs), Women's Business

Centers (WBCs), Procurement Technical Assistance Centers (PTACs), and other technology-based economic development entities.

<https://www.sbir.gov/about-fast>

The Federal and State Technology (FAST) Partnership Program provides funding to organizations to execute state/regional programs that increase the number of SBIR/STTR proposals leading to an increase in the number of SBIR/STTR awards from women, socially/economically disadvantaged individuals, and small businesses in underrepresented areas - typically rural states.

Goals include:

increase the pipeline of SBIR/STTR applicants through training and outreach; and build the capacity of partner organizations and individuals to support SBIR/STTR applicants and existing awardees.

support entrepreneurs and startups through programs or services that improve proposal development and team creation; provide assistance that leads to the commercialization of technology developed through SBIR/STTR program funding; and form or encourage relevant mentoring networks to provide business advice and counseling.

make grants or loans to applicants to pay a portion or all the cost of developing SBIR/STTR proposals (Phase 0), attending relevant conferences, and bridging gaps between phases.

Applications must include the following elements:

Cover letter (1 page)

Technical Proposal (10 pages, min single spaced with size 12 font)

Attachment and Exhibits

Budget Information

Certifications, Forms and Assurances

#### **U.S. Department of Transportation: Pilot Program for Transit-Oriented Development (TOD) Planning Grant**

**Deadline:** July 22, 2024

**Amount:** \$13 million is program total

**Eligibility:** State or local governmental authorities

**URL:** <https://www.transit.dot.gov/TOD>

**Purpose:** FTA seeks to fund planning activities under the TOD Pilot Program that:

- Reduce greenhouse gas emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, avoid adverse environmental impacts, and address negative environmental impacts (past, present, and future) on disadvantaged communities, consistent with Executive Order 14008, Tackling the ClimateCrisis at Home and Abroad (86 FR7619).
- Remove transportation-related disparities in the project area, and ensure equitable access to project benefits, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution, and environmental hazards, consistent with Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009).
- Address equity and environmental justice, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution, and environmental hazards, consistent with Executive Order 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).
- Support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with Executive Order 14025, Worker Organizing and Empowerment (86 FR 22829), and Executive Order

- 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335).
- Support wealth creation, consistent with the Department’s Equity Action Plan, through the inclusion of local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women Owned Businesses, or Section 8(a) firms.
- Advance TOD projects that potentially qualify for Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) financing, as authorized at 23 U.S.C. 601(a)(12)(E) and 49 U.S.C. 22402(b)(1)(F), respectively, once the TOD planning study is complete. Additionally, in support of the Federal “House America Initiative” led by the U.S. Department of Housing and Urban Development, FTA will strongly prioritize the award of TOD planning grants in areas of high incidence rates of homelessness, in the hope of providing opportunities for localities to address housing affordability in these areas and homelessness holistically through their planning processes.

The TOD Pilot Program intends to fund comprehensive or site-specific planning that (1) supports economic development; increased transit ridership, value capture, multimodal connectivity, and accessibility; increased transit access for pedestrian and bicycle traffic; and mixed-use and mixed-income development near transit stations; (2) delivers 40 percent of the overall benefits of the planning work to Historically Disadvantaged Communities (defined below), consistent with the Justice40 Initiative; and (3) supports the development of affordable housing, mitigates climate change, and addresses challenges facing environmental justice populations and homelessness.

The TOD Pilot Program also encourages the identification of infrastructure needs and engagement with the private sector. FTA also encourages TOD planning in areas where communities are trying to preserve, protect, and increase the supply of affordable housing. For assets that were acquired with Federal assistance and are no longer needed for the originally authorized purpose, section 6609 of the Fiscal Year 2022 National Defense Authorization Act (NDAA) (Pub. L. 117–81) allows FTA to authorize the transfer of the asset to a local governmental authority, non-profit organization, or other third-party entity with no further obligations to FTA if, among other factors, it will be used for TOD that includes affordable housing (49 U.S.C. 5334(h)(1)).

FTA is seeking comprehensive planning projects that cover an entire transit capital project corridor or site specific planning projects. To ensure that any proposed planning work both reflects the needs and aspirations of the local community and results in concrete, specific deliverables, and outcomes, FTA will only select proposals in which the transit project sponsor partners with entities with land use planning authority in the transit project corridor to conduct the planning work.

#### **California Ocean Protection Council: SB 1 Grant Program**

**Deadline:** Track 1 (Pre-planning and Planning) will be due Friday, March 22, June 28th, and October 4th 2024 at 5:00 p.m. PT

Track Two proposals (Projects in the Implementation Project Phase) will be accepted through a competitive process starting in mid-late 2024

**Amount:** Track 1: \$200,000 - \$1,500,000; Track 2: \$1,500,000 - \$10,000,000

**Match:** Encouraged, but not required

**Link:** <https://www.opc.ca.gov/sb-1-funding/#Background>

In 2021, Governor Newsom signed Senate Bill 1 (Atkins, 2021) into law. Senate Bill 1 (SB 1) directs the state to provide funding to local and regional governments to develop sea-level rise (SLR) adaptation plans and implementation projects. In 2022 and 2023, OPC received \$37.5 million and \$54.5 million respectively to support the implementation of SB 1, with an additional

\$10 million anticipated in the 2024-2025 budget. Ultimately, OPC's SB 1 SLR Adaptation Planning Grant Program (SB 1 Grant Program) aims to provide funding for coastal communities to develop consistent SLR adaptation plans and projects to build resilience to SLR along the entire coast of California and San Francisco Bay.

#### **SB 1 Grant Program**

The SB 1 Grant Program contains two funding tracks: one for pre-planning and planning phases (Track One), and one for the project phase (Track Two).

##### **Track 1**

Track One proposals (projects in the Pre-planning, Data Collection, and Planning Phases) are now being accepted through a rolling, quarterly process.

See the SB 1 Grant Program Solicitation (PDF) for details on this funding opportunity. Applicants must use the SB 1 Track 1 Proposal Template and Instructions (.docx), and be sure to address the minimum criteria listed in the SLR Adaptation Criteria.

#### **CPUC: Cal Advanced Services Broadband Adoption Account**

**Deadline:** July 1st 2024, Jan 1st 2025

**Amount:** The CASF Adoption Account is authorized \$20.024 million for fiscal year 2023-2024 to provide grants to increase publicly available or after-school broadband access and digital inclusion.

**Match:** Yes, 15%

**Link:** <https://www.cpuc.ca.gov/industries-and-topics/internet-and-phone/california-advanced-services-fund/casf-adoption-account>

**Purpose:** Pursuant to Public Utilities (Pub. Util.) Code section 281, moneys in the CASF Adoption Account are available to the Commission to award grants to increase publicly available or after-school broadband access and digital inclusion, such as grants for digital literacy training programs and public education to communities with limited broadband adoption. The Commission is required to give preference to programs and projects in communities with demonstrated low broadband access, including low-income communities, senior citizen communities, and communities facing socioeconomic barriers to broadband adoption.

#### **USBR: WaterSmart Small-Scale WEE Grant:**

**Deadline:** 7/9/2024, 1/14/2025, and 7/8/2025

**Amount:** up to \$100,000

**Match:** Yes 50%

**Link:** <https://www.usbr.gov/watersmart/swep/index.html>

Through the WaterSMART Small-Scale Water Efficiency Projects Reclamation provides 50/50 cost share funding to irrigation and water districts, tribes, states and other entities with water or power delivery authority for small water efficiency improvements that have been identified through previous planning efforts. Projects eligible for funding include installation of flow measurement or automation in a specific part of a water delivery system, lining of a section of a canal to address seepage, or other similar projects that are limited in scope.

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

**Deadline:** July 12th, 2024

**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>

Commented [2]: Or until funds are exhausted

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

\*\*\*Note: Only 30 grants will be awarded. So it will be extremely competitive. Perhaps only suitable for Counties and MPO's.

**EPA Clean Heavy-Duty Vehicles Program**

**Deadline:** July 25th, 2024

**Amount:**

Table 2. Mandatory Cost Share and Caps Per-Vehicle

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*	N/A	N/A
Straight/Box Truck	65%	\$190,000	80%	\$400,000
Step Van		\$160,000		\$340,000
Septic Truck or Bucket Truck		\$330,000		\$670,000
Other Vocational Vehicle		\$355,000		\$720,000
Refuse Hauler	50%	\$260,000	70%	\$600,000
Street Sweeper		\$315,000		\$720,000
Transit Bus	33%	\$265,000	60%	\$780,000

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**Match:** Yes, 20-70% match depending on vehicle

**Eligibility:** 1. States, including U.S. territories; 2. Municipalities, including public school districts; 3. Indian Tribes; and 4. Nonprofit school transportation associations.

**Link:** <https://www.epa.gov/clean-heavy-duty-vehicles-program>

Vehicles eligible for replacement under the Clean Heavy-Duty Vehicles Grant Program include:

- • Class 6 and Class 7 school buses
- • Other non-school bus Class 6 and Class 7 vehicles, including (but not limited to):
- • Refuse Haulers/Dump Trucks
- • Class 6/7 Transit Buses
- • Delivery Trucks
- • Utility Trucks
- • Bucket Trucks
- • Other Box Trucks

Eligible activities and costs for the Clean Heavy-Duty Vehicles Grant Program include:

- • The incremental cost of replacing a non-zero-emission Class 6/7 heavy-duty vehicle with a Class 6/7 zero-emission vehicle.

- The purchase and installation of fueling infrastructure that will support vehicles replaced under this program.
- Driver/mechanic training related to the maintenance and operation of new vehicles and supporting fueling infrastructure, and vehicle warranties.
- Costs directly related to the implementation, management, and oversight of the project, including recipient and subrecipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs.

#### **USDOT FHA: Bridge Investment Program**

**Deadlines:** The NOFO establishes these immediate application deadlines --

- August 1, 2024 for FY '25 funding
- October 1, 2024 for Planning Grants (FY '25 funding).
- November 1, 2024 for Bridge Projects (FY '25 funding).
- October 1, 2025 for Planning Grants (FY '26 funding).
- November 1, 2025 for Bridge Projects (FY '26 funding).

**Amount:** \$50,000,000-\$3,000,000,000

**Eligibility:** State governments, City or township governments, County governments, Special district governments, Others (see text field entitled "Additional Information on Eligibility" for clarification), Native American tribal governments (Federally recognized)

**Match:** Yes, varies depending on project size and other funding sources

<https://www.grants.gov/search-results-detail/350332>

Large Bridge Project funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of greater than \$100 million that: (1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges; and (2) improve the condition of bridges in the United States by reducing (a) the number of bridges, and total person miles traveled over bridges, that are in poor condition or that are in fair condition and at risk of falling into poor condition within the next 3 years, or (b) the number of bridges, and total person miles traveled over bridges, that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network. In addition, a Large Bridge Project that receives a BIP award of not less than \$100 million is eligible for a multiyear grant, in which DOT can award available funds to a project over the course of several years in accordance with an agreement and in alignment with its schedule. Applications submitted under one funding opportunity may receive funding under a different funding category than identified in the application based on FHWA's review of the project schedule and total project cost, see Section A.1.b.

#### **U.S. Department of Transportation: Charging and Fueling Infrastructure (CFI)**

##### **Discretionary Grant Program**

**Deadline:** Aug 28, 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>

*Recipients of an award under this program related to EV infrastructure are required to comply fully with applicable sections of the [National Electric Vehicle Infrastructure Minimum Standards and Requirements Rule \(23 CFR Part 680\)](#).*

<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.**

This final rule establishes a requirement for the number of ports at a charging station. Any time charging stations are installed there is a required minimum of 4 ports, notwithstanding the type of port (Direct Current Fast Charger (DCFC) or alternating current (AC) Level 2 or a combination of DCFC and AC Level 2). Additionally, in all instances when a DCFC charging station is installed along and designed to serve users of designated AFCs, there must be at least four network-connected DCFC charging ports.

**National Electric Vehicle Infrastructure Minimum Standards and Requirements Rule (23 CFR Part 680)** Link: <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

**USDOT: Safe Streets and Roads for All (SS4A)**

**Deadline:** Thursday, August 29, 2024, 5:00 PM (ET) Final deadline for planning applications  
Unsuccessful Implementation Grant applicants may apply for a Planning and Demonstration Grant application in the final application round on August 29, 2024 by 5:00 PM ET.

**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 Commission: Local Transportation Climate Adaptation Program (LTCAP)**

**Deadline:** Cycle 2 schedule targets a release for June 27th and the closing date for Aug 30th

**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.

**CalTrans: Local Highway Safety Improvement Program (HSIP) Cycle 11**

**Due:** September 9th, 2024

**Amount:** min \$100k - max \$10 m

**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.

**USBR: WaterSmart WEE Grant Program:**

**Deadline:** Oct 30, 2024

**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.usbr.gov/watersmart/weeg/>  
<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.

**Economic Development Administration (EDA): PWEAA, Recompete, Build to Scale**

**Due:** Rolling basis, no deadline.

**Amount:** \$100,000 to \$30,000,000

**Match:** No

**Eligibility:**

- City or township governments
- Native American tribal governments (Federally recognized)
- Public and State controlled institutions of higher education
- Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education
- Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education
- Private institutions of higher education
- State governments
- County governments

- Special district governments

**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**

**MLB-MLBPA Youth Development Foundation:**

**Due:** Rolling basis, no deadline.

**Amount:** No funding range provided

**Match:** No

**Link:** <https://www.baseballydf.com/>

**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.

**\*\*Must be a DAC**

**SRF Programs**

**Deadline:** Ongoing

**Amount:** Varies Depending on Project

**Match:** Low Cost Loan with PF option

**Link:** [https://www.waterboards.ca.gov/water\\_issues/programs/](https://www.waterboards.ca.gov/water_issues/programs/)

**Purpose:** Funding for Drinkingwater, Wastewater, and Stormwater projects.