List of Public Works Grant Opportunities

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

Thriving Communities Grantmaking Program
Deadline: Rolling, funding on hold but applications still accepted for funding release
Amount:
- Tier 1: Up to $150,000 (1 year).
- Tier 2: Up to $250,000 (1–2 years).
- Tier 3: Up to $350,000 (2 years).

Match: Not required.
Eligibility: Nonprofits, higher education institutions, local governments, Native American organizations, tribal governments, or intertribal consortia.
Link: https://thrivingcommunitiesregion9.org/grant-overview/
Summary: This EPA Region 9 program funds projects to assess, plan, or develop solutions for environmental justice and community resilience. Focus areas include public outreach, planning, and implementation of environmental initiatives.
Allowable Activities

Air quality and asthma
Fence line air quality monitoring
Monitoring of effluent discharges from industrial facilities
Water quality and sampling
Small cleanup projects
Improving food access to reduce vehicle miles traveled
Stormwater issues and green infrastructure
Lead and asbestos contamination
Pesticides and other toxic substances
Healthy homes that are energy/water use efficient and not subject to indoor air pollution
Illegal dumping activities, such as education, outreach, and small-scale clean-ups
Emergency preparedness and disaster resiliency
Environmental job training for occupations that reduce greenhouse gases and other air pollutants
Environmental justice training for youth
Please note this list is intended for example purposes.

****Disadvantaged Communities Only**

SCAG: Surface Transportation Block Grant & Congestion Mitigation And Air Quality Improvement Programs
Deadline: May 16th, 2025 (subject to change)
Amount: No award floor or ceiling
Match: Matching requirements for STBG and CMAQ funds are dependent on project type, but most

require a minimum of 11.47 percent match in non-federal funds
Eligibility: In general, SCAG cities, counties, transit agencies, federally recognized Tribal governments, and CTCs are eligible to apply for CMAQ and STBG funds. Each CTC is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages CTCs to coordinate with SCAG and other affected CTCs on project nominations for multi-county projects and to support multi-county agency projects such the California Department of Transportation (Caltrans), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink)
https://scag.ca.gov/stbg-cmaq-program
The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorized with the passage of Transportation Equity Act for the 21st Century (TEA-21), and superseded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in nonattainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter (PM) under provisions in the Clean Air Act (Title 42, United States Code).
The first and foremost priority for CMAQ funds should be cost-effective clean air strategies that implement the transportation and motor vehicle provisions of the State Implementation Plan (SIP). For this reason, cost-effectiveness should be the primary criterion in CMAQ project selection. This will assure that public health benefits of the CMAQ program are maximized and continuation of the program is justified.

CMAQ (Congestion Mitigation and Air Quality Improvement Program)

- **Primary Focus:**
  - Reducing **air pollution** from transportation sources in **nonattainment or maintenance areas** for pollutants like ozone, carbon monoxide (CO), and particulate matter (PM).
  - Supporting **cost-effective** clean air strategies.
- **Eligible Projects:**
  - **Public transit expansion & electrification** (bus rapid transit, zero-emission buses, park-and-ride facilities).
  - **Traffic flow improvements** (signal synchronization, roundabouts, congestion pricing).
  - **Bicycle & pedestrian infrastructure** (bike lanes, sidewalks, shared-use paths).
  - **Alternative fuel & emissions reduction projects** (EV chargers, diesel engine retrofits, truck stop electrification).
  - **Freight and goods movement** projects that **reduce emissions** (e.g., rail electrification).
- **Key Requirement:**
  - Projects **must** contribute to **air quality improvement** in nonattainment or maintenance areas.

STBG (Surface Transportation Block Grant Program)

- **Primary Focus:**
  - **Flexible** transportation funding for a wide variety of projects.
  - Improving **highways, bridges, transit, pedestrian/bike infrastructure, and safety.**
- **Eligible Projects:**
  - **Highway, road, and bridge** construction/rehabilitation.
  - **Complete streets & multimodal transportation** (bike lanes, pedestrian safety improvements).
  - **Transit capital projects** (bus stops, rail station improvements).

    - **Safety projects** (roadway upgrades, traffic signals, ADA-compliant sidewalks).
    - **Intelligent Transportation Systems (ITS)** (smart signals, congestion management).
    - **Freight movement projects** (rail crossings, intermodal improvements).

Cal OES: Hazard Mitigation Grant Program (HMGP)
Deadline: NOI due 5/29
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.

USDOT: Safe Streets and Roads for All (SS4A)
Deadline: June 26, 2025
Amount: $100,000 to $25 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.

SCAQMD: Carl Moyer Grant
Deadline: July 1st, 2025
Amount: Varies depending on ask
Match: Yes, 15%
Link: https://www.aqmd.gov/home/programs/business/carl-moyer-memorial-air-quality-standards-attainment-(carl-moyer)-program

Project Category*	Examples
On-Road Heavy-Duty Vehicles	• Transit Buses • Heavy Duty Trucks and Buses • Drayage Trucks • Solid Waste Vehicles • Public Agency/Utility Vehicles • Emergency Vehicle Replacement (fire apparatus) • Airport Shuttles
Off-Road Equipment	• Construction Equipment • Cargo Handling Equipment • Industrial Equipment • Agricultural Mobile Equipment (loaders, tractors, water pulls, etc.) • Large Spark Ignition Equipment • Portable Engines • Utility Terrain Vehicles (UTVs) • Marine Engine Repower • Marine Replacement • Ship-Side Shore Power • Locomotives • Transportation Refrigeration Units (TRUs)
Infrastructure (to fuel or power a zero-emission, heavy-duty vehicle or equipment)	• Battery Electric Charging Station • Hydrogen Fueling Station • Stationary Agricultural Pump Electrification • Shore Power

*To be eligible for funding, all projects must comply with all applicable federal, state, and local air quality rules and regulations.

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.

USDOT FHA: Bridge Investment Program

Deadlines:

- August 1, 2025 for Large Bridge Projects minimum $2.5M
- October 1, 2025 for Planning Grants (FY '26 funding).
- November 1, 2025 for Bridge Projects minimum $50M

Amount: $2.5-100M

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.fhwa.dot.gov/bridge/bip/

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

CalEVIP: Fast Charge California Project 1 (FCCP-1)
Deadline: Application period is from July 8-September 30, 2025 (first come first serve)
Amount: Up to $100,000 per charging port
Match: n/a
Eligibility: Open to all sites that fulfill the set requirements on accessibility
Link: https://calevip.org/fast-charge-california-project
Summary: The Fast Charge California Project 1 (FCCP-1), part of CALeVIP 2.0, is a statewide incentive program by the California Energy Commission (CEC) to expand high-powered DC fast chargers (150 kW+) and support zero-emission vehicles (ZEVs). With at least $55 million in funding, incentives cover 100% of eligible costs, capped at $55,000 per port (150-274.99 kW) or $100,000 (275 kW+), for up to 20 ports per site. Applications require final utility service design approval and issued permits and are processed first-come, first-served, with priority for Disadvantaged Communities (DACs), Low-Income Communities (LICs), and Tribal Lands (TLs), but no requirement for application. Chargers must be publicly available.

Cal Recycle: Tire Derived Aggregate
Deadline: July 17, 2025
(Cycle 25)
October 16, 2025 (Cycle 26)
January 13, 2026 (Cycle 27)
Amount: Up to $750,000 per grant cycle
Match: No
Eligibility: Local government agencies, state agencies, qualifying Indian Tribes, and private, for-profit entities.
Link:
https://calrecycle.ca.gov/tires/grants/tda/fy202526/?utm_medium=email&utm_source=govdelivery
Description: The Tire-Derived Aggregate (TDA) Grant Program is designed to promote the use of recycled tires in civil engineering projects and other applications. TDA is a versatile, lightweight, and cost-effective alternative to conventional construction materials, and it can be used in a variety of applications, including retaining wall backfill, lightweight embankment fill, and vibration mitigation. Projects generally fall into one of five categories (see TDA Uses for more complete descriptions):
Category 1: Mechanically Stabilized TDA (retaining walls).
Category 2: Low Impact Development (storm water mitigation including storm water infiltration galleries).
Category 3: Lightweight fill (slope stabilization, embankment fill, landslide repair, and retaining walls).
Category 4: Vibration mitigation (under rail lines).
Category 5: Landfill application (aggregate replacement projects such as leachate and gas collection systems, drainage layers, leachate injection). Projects that are currently underway or that have been completed at the same location within the same facility within three years of application are not eligible. Landfill application projects do not include use of shredded waste tires as alternative daily cover or alternative intermediate cover.

USBR: WaterSmart Small-Scale WEE Grant:
Deadline: TBD
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.

Carl Moyer Grant

Deadline: Varies depending on APCD, usually winter

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, Spring 2025
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.

U.S. Department of Transportation: INFRA (Nationally Significant Multimodal Freight & Highway Projects) Program
Deadline: May 2025
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

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

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

Deadline: Summer 2025

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: Summer 2025

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

California Strategic Growth Council: Community Resilience Centers Program

Deadline: July 2025

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.*

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 2025
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: Reconnecting Communities
Deadline: September 2025
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.

CalTrans: Local Highway Safety Improvement Program (HSIP) Cycle 11
Due: September 2025
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.

USDOT: Reconnecting Communities Pilot (RCP) Discretionary Grant Program
- **Deadline**: September 2025
- **Match**:
  - **Community Planning Grants**: 80% federal share, 20% local match.
  - **Capital Construction Grants**: 50% federal share, 50% local match (other federal funds may increase the federal share to 80%).
- **Amount**:
  - **Planning Grants**: Up to $2 million.
  - **Capital Construction Grants**: $5 million to $100 million.
- **Eligibility**:
  - **Planning Grants**: States, local governments, tribal governments, metropolitan planning organizations, nonprofit organizations.
  - **Capital Construction Grants**: Facility owners (e.g., states, local governments, tribal governments) with completed planning activities.
- **Link**: RCP Program Information
- **Summary**: The U.S. Department of Transportation's Reconnecting Communities Pilot (RCP) program offers competitive grants to address and remove transportation infrastructure barriers that limit mobility and access in communities, particularly those that have been historically

disadvantaged. The program supports projects that remove, retrofit, or mitigate highways, rail lines, or other facilities that divide neighborhoods, limit access to essential services, or restrict economic development.

Eligible Projects:

  - **Planning Grants**: Fund studies and public engagement activities related to removing or retrofitting existing infrastructure.
  - **Capital Construction Grants**: Fund the physical removal, retrofit, or replacement of existing facilities to restore community connectivity.

- **Priority Considerations:**
  - Projects that demonstrate strong community engagement and partnership.
  - Projects that include strategies for equitable development and anti-displacement.
  - Projects that are ready for implementation, with completed planning and environmental reviews.

Building Resilient Infrastructure and Communities (BRIC)

Deadline: October 2025

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

Deadline: PWEAA is rolling, Build to Scale should be due October 2025

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**

USBR: WaterSmart WEE Grant Program:
Deadline: November 2025
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
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 2025
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.

Electric Vehicle Charger Reliability and Accessibility
Deadline: January 2026
Amount: A total of $59,484,345 is available under this solicitation. • A single applicant is eligible to receive no more than 40% of the total funds awarded under this solicitation..
Match: Varies, more detailed info in the pre app slides.
Eligibility: Public and Private Entities
https://www.energy.ca.gov/solicitations/2024-10/gfo-24-603-californias-electric-vehicle-charger-reliability-and-accessibility
Summary: This program addresses EV charger reliability and accessibility issues by funding projects that enhance network dependability and promote equitable access to charging infrastructure statewide.

Charging and Refueling Infrastructure for Transport
Deadline: January 2026
Amount: A total of $30 million is available under this solicitation • The minimum grant award per project is $5 million • The maximum grant award per project is $10 million.
Match: Match funding requirements: • Minimum 50% match of total eligible project costs. • Minimum 50% of total match must be cash match (or 25% of total project costs).
Eligibility: Local governments, transportation agencies, private businesses, and non-profits.
https://www.energy.ca.gov/solicitations/2024-10/gfo-24-602-charging-and-refueling-infrastructure-transport-california?utm_medium=email&utm_source=govdelivery
Summary: This program supports the installation of EV charging and hydrogen refueling infrastructure along major transportation corridors, focusing on zero-emission vehicle adoption and reducing greenhouse gas emissions in California.

CalTrans: Sustainable Transportation Grant
Deadline: January 2026
Match: 11.47% minimum* (in cash or an in kind contribution). OR 20% match for strategic partnership grants.
Amount:
Sustainable Communities Grants:
- Minimum: $50,000 for under-resourced communities; $100,000 for others.
- Maximum: $700,000.

Climate Adaptation Planning Grants:
- Minimum: $100,000.
- Maximum: $1 million (single organizations); over $1.5 million for partnership applications.

Strategic Partnerships Grants:
- Minimum: $100,000.

- Maximum: $500,000.

Sustainable Communities Grants ($29.5 million) to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively

NEW! Climate Adaptation Planning Grants ($50 million) support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure

Strategic Partnerships Grants ($4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies

Link: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

USDOT: RAISE Grant

Deadline: January 2026

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.

FHWA: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

Deadline: February 2026

Amount: Planning: $100,000 min, no max, Implementation: $500,000-no max

Match: 0-20%, depending on project

Link: https://www.grants.gov/search-results-detail/356840

Purpose: The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

CalTrans: Active Transportation Program

Due: June 2026
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

California Energy Commission (CEC): FAST 2.0 - Fast and Available Charging for All Californians
Estimated Deadline: TBD March 2026
Amount: Up to $10,000,000 in total funding; maximum of $5,000,000 per project or 50% of total project costs, whichever is less
Match: Yes; applicants must provide a minimum of 50% match share, with at least half of this as a cash contribution
Eligibility: All public and private entities with a business presence in California, including California Native American Tribes and Tribal Organizations. Investor-owned utilities and applicants with more than 50 active CEC-funded light-duty EV projects are ineligible.
Link:
California Energy Commission
Purpose:
The purpose of this solicitation is to fund projects that deploy fast electric vehicle (EV) charging infrastructure accessible to the public.
Eligible Funding:

- Direct current fast chargers (DCFC) supplying a minimum of 150 kW to a vehicle
- Installation costs, including planning and engineering design
- Renewable distributed energy resources or energy storage systems providing power to EV chargers
- Maintenance agreements, warranties, and networking costs (as match share)

Funding Restrictions:

- Projects must be at existing structures/facilities
- At least 50% of EV chargers must be installed within disadvantaged and/or low-income communities
- Charging stations must be publicly accessible for at least 18 hours per day
- Equipment must support multiple payment methods
- All installations must comply with applicable laws, including ADA requirements

LA Metro: MAT Cycle 2
Estimated Deadline: TBD April 2026
Amount: The maximum award for any one project in the Active Transportation Corridor, First/Last Mile or Pedestrian District category is $10 million. The maximum award for any one project in the

Quick-Build category is $1 million. For non-Quick-Build projects, applicants must indicate whether their project is scalable and, if so, what elements of the project the applicant would propose to remove from the scope and its impact on project efficacy. Because of limited funds,Metro may choose to award an amount less than what is requested if agreed to by the project sponsor. Metro may also choose to award funding for one or two phases of a project without committing funding to all phase
Match: Metro will prioritize projects that include a funding match for construction and final design costs
Eligibility: Cities, County of Los Angeles, and Caltrans
Link: https://www.metro.net/about/metro-active-transport-transit-and-first-last-mile-program/#mat-cycle-2
Eligible Projects:
https://www.dropbox.com/scl/fo/nukqwvmjy30wdogxjyiyb/ADQiLVJvjCN1UP_zCl2I7Wo/Solicitation_Letter%20of%20Interest?dl=0&preview=Attachment+A+-+Eligible+Project+List+(ATSP)+incl+MCP+Projects.pdf&rlkey=vdo8ba8vhaxon0b6ogeaxyrym&subfolder_nav_tracking=1
The Metro Active Transport, Transit and First/Last Mile (MAT) program is a multi-year discretionary program within Measure M. This Cycle 2 Program establishes goals, process, and criteria for the five-year cycle of the MAT Program for Fiscal Years 2026-2030.Program Purpose and GoalsThe overarching purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhance pedestrian and bicycle safety. SpecificCycle 2 goals include:Advancing key Metro policies, with a focus on the Active Transportation Strategic Plan(ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework;Initiating implementation of projects in ATSP-identified first/last mile areas, active transportation corridors, and pedestrian districts;Jump-starting action on building active transportation networks and building momentum to deliver visible, tangible results;Encouraging, testing, and refining project partnerships and innovative delivery approaches; andTargeting investments in high-need areas.A one-time special theme for this cycle is to provide funding support for critical active transportation investments that can be delivered in time for the 2028 Olympic and ParalympicGames through preferential consideration to projects in the Board-adopted 2028 Games Mobility Concept Plan (MCP).

CORE Voucher Incentive Program
Deadline: TBD
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**

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).

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 are 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.