Climate Grants List

California Coastal Commission: Whale Tail Grants Program
Deadline: December 15th, 2025
Match: Not required, but leveraging other funding sources is encouraged.
Amount: Up to $50,000 (small grants up to $20,000 available)
Eligibility: Nonprofit organizations, schools, government agencies, and tribal organizations.
Link: Whale Tail Grants Program
Summary: The Whale Tail Grants Program provides funding to support projects that foster a greater appreciation for California's coastal and marine environments. The program funds projects that provide educational opportunities for underserved communities, engage the public in coastal protection and restoration, and connect people with California's coast through meaningful experiences. Projects can include outdoor education, community-based restoration activities, coastal stewardship, and educational efforts focused on marine and coastal environmental issues.
Special consideration is given to projects that target underserved communities, provide hands-on learning opportunities, or have an innovative approach to promoting coastal and marine conservation. Grant recipients are encouraged to collaborate with local partners and leverage additional funding sources to maximize the impact of their projects.

California Ocean Protection Council: SB 1 Grant Program
Deadline: Friday, December 19, 2025
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.

California Air Resources Board: FY 2023-24 Planning and Capacity Building RFA (Based on Draft Requirements)
Deadline: Exact date TBD - November 2025 (Final guidelines issued in November)

Amount: Up to $500,000 per project
Match: No
Eligibility: Community-based Organizations (CBO), tribal governments, local governments, public schools
URL: https://ww2.arb.ca.gov/resources/documents/2025-planning-and-capacity-building-request-applications
Summary: Planning and Capacity Building (Planning) is part of the California Air Resources Board's (CARB) suite of Sustainable Community-Based Transportation Equity initiatives. This also includes Clean Mobility Options (CMO), the Clean Mobility in Schools (CMIS), and the Sustainable Transportation Equity Project (STEP). Together, these programs fund community-led planning and mobility strategies that support a statewide shift toward clean, shared, and active transportation — especially in historically under-resourced communities. Planning provides grants to help communities across California build the foundations for clean and equitable transportation. These grants support activities like outreach, needs assessments, workforce development, local planning, and community-led coordination. Many grantees use Planning funds to get ready for future opportunities through STEP, CMIS, or CMO.

Requirements:

- Partnership between a CBO and a local government is required to apply
- Projects must be completed by 12/31/27
- Applicants are not expected to have fully developed plans at submission. This grant is intended to support project development over time;
- *More than 50% of the Project Community must be within disadvantaged or low-income census tracts.*

CARB encourages partnerships that:

- Prioritize community voices and lived experience
- Reflect the cultural and geographic context of the Project Community
- Share power and decision-making authority with Community Partners

Eligible projects should:

- Increase transportation equity in disadvantaged or low-income communities
- Build local readiness to apply for future implementation grants
- Reflect goals and priorities identified by community members

Examples of eligible project types include:

- Community outreach and education around clean transportation options
- Transportation needs assessments (including surveys, listening sessions, and data gathering)
- Plans that connect clean mobility to housing, land use, or public health
- Workforce training programs for clean transportation careers
- School-based planning for electric school buses or student-safe routes
- Early-stage collaboration or partnership-building (e.g., developing MOUs, convening stakeholders)

Governor's Office of Planning and Research (OPR): Extreme Heat and Community Resilience Program (EHCRP)

Deadline: Released October/November 2025

Amount: Subject to funding availability, the Extreme Heat and Community Resilience Program plans to award a total of $20 million in grants during the first round of funding and will award four types of grants: Small Planning Grants, Large Planning Grants, Small Implementation Grants, and Large Implementation Grants. OPR EHCRP reserves the right to reallocate funds between EHCRP Round 1 Grant types in the event of under subscription and/or awardee or applicant ineligibility, as detailed below, with project lengths typically lasting up to thirty (30)-months.

- A total of $3 million will be available for Small Planning Grants, with each award ranging from $100,000 to $250,000.
- A total of $5 million will be available for Large Planning Grants with each award ranging from $300,000 and $750,000.
- A total of $3 million will be available for Small Implementation Grants with each award ranging from $100,000 and $450,000.
- A total of $9 million will be available for Large Implementation Grants with each award ranging from $500,000 and $4 million.

Eligibility: Local and Regional Public Entities; California Native American tribes, community-based organizations; and coalitions, collaboratives, or associations of nonprofit organizations that a 501(c)(3) non-profit or academic institution sponsors.
Match: None
URL: https://opr.ca.gov/climate/icarp/grants/extreme-heat-community-resilience.html
Purpose: The Extreme Heat and Community Resilience Program (EHCRP) will fund a wide range of planning and implementation projects related to enhanced community resilience in order to mitigate the impacts of extreme heat or the urban heat island effect. The Program will build frameworks for change and invest in local, regional, and tribal projects that strengthen communities that are vulnerable to extreme heat. Possible planning projects include conducting studies, developing comprehensive extreme heat action plans or other planning documents, and capacity building and partnership development. Possible implementation projects include creating communications campaigns and programs, providing mechanical or natural shade, increasing building and surface reflectance, and developing passive or low-energy cooling strategies. EHCRP acknowledges the barriers historically underinvested communities face in accessing grant funding and is committed to addressing these challenges through various actions in response to the input gathered during 2023/2024 engagement. These actions include: 1) Prioritizing equity in funding programs; 2) Offering flexible funding options with minimal entry barriers; 3) Providing technical support throughout the application and project implementation process; and 4) Awarding grants to a diverse range of communities.

California Strategic Growth Council: Community Resilience Centers Program
Deadline: TBD Spring 2026–Draft Guidelines available now!
Amount: Planning grants: $100,000 to $500,000; 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.
******One partner required for planning, two partners required for implementation***
Program URL: https://sgc.ca.gov/grant-programs/crc/
Summary: The program objectives inspire and guide the CRC Program's overall design and implementation. As such, all applicants should be mindful of the program objectives when designing their applications and implementing their projects. The CRC Program objectives are to:

- Fund the planning, construction, and retrofit of community resilience centers across California's diverse communities.
- Advance local communities' capacity to respond to and recover from emergencies as they build long-term resilience.
- Encourage meaningful engagement, cross-sectoral collaboration, community-based partnerships, and shared governance and decision-making models.
- Mitigate the public health impacts of extreme heat and other emergencies exacerbated by climate change.
- Prioritize projects located in and benefiting under-resourced, rural, unincorporated, and Tribal communities across geographically diverse regions in the state of California.

California Strategic Growth Council: Transformative Climate Communities Grants
Deadline: TBD Spring/Summer 2026–Draft Guidelines available now!
Amount: Up to $300,000 for planning, $5,000,000 for project development and $35,000,000 for implementation
Match: No
https://sgc.ca.gov/grant-programs/tcc/
TCC's unique, place-based strategy for reducing greenhouse gas emissions is designed to catalyze collective impact through a combination of community-driven climate projects in a single neighborhood. Projects must reduce greenhouse gas emissions significantly over time, leverage additional funding sources, and provide health, environmental and economic benefits to the community.
Project examples include, but are not limited to:
» Affordable and sustainable housing developments
» Transit stations and facilities
» Electric bicycle and car share programs
» Solar installation and energy efficiency
» Water-energy efficiency installations
» Urban greening and green infrastructure
» Bicycle and pedestrian facilities
» Recycling and waste management
» Health equity and well-being projects
» Brownfields redevelopment
» Community microgrids
» Indoor air pollution reduction

HCD: Affordable Housing Sustainable Communities
Estimated Deadline: Spring 2026
Amount: Maximum: $50 million ($35 million for AHD/HRI, $15 million for STI/TRA/PGM) Minimum: $10 million (Based on Round 7 NOFO
Match: No
Eligibility: Local governments, Transportation and transit agencies, Non-profit and for-profit housing developers, Joint powers authorities, K-12 school, college and university districts, Federally Recognized Tribes, California Native American Tribes
Link: https://sgc.ca.gov/grant-programs/ahsc/
Description: The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit

CEC: Charging Infrastructure for Government Fleets
Deadline: April 2026
Amount: Projects seeking funding from this GFO are eligible for CEC funding up to 70% of the total project costs or $6 million, whichever is less.
Match: minimum 30%
Eligibility: Open to all public and private entities
URL: https://www.energy.ca.gov/solicitations/2023-12/gfo-23-606-charging-infrastructure-government-fleets
Description: This is a competitive grant solicitation. The California Energy Commission's (CEC's) Clean Transportation Program announces the availability of up to $30 million in grant funds for projects that will provide electric vehicle charging infrastructure for light-duty government fleets. The purpose of the Charging Infrastructure for Government Fleets Solicitation is to:

- Support electrification of government fleets in California by providing reliable and readily accessible electric vehicle charging infrastructure dedicated for these fleets.

- Support local government goals of sustainability and/or climate action plans.
- Reduce vehicle emissions in disadvantaged and/or low-income communities.

USDOT: Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs
Deadline: April 2026
Amount: Varies depending on project. Awards can be large ($50M) or smaller (less than $1m)
Match: Max 20%
Eligibility: The Low-No Program provides funds to designated recipients of FTA grants, including states, local governmental authorities, and Indian Tribes.
The Buses and Bus Facilities Competitive Program provides funds to designated recipients that allocate funds to fixed-route bus operators, states, or local governmental authorities that operate fixed- route bus service, and Indian tribes.
Link:https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024
Description: The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.
The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.
Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under federal public transportation law (49 U.S.C. 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute. For applicants proposing projects related to zero-emission vehicles for either program, 5 percent of the requested federal award must be used for workforce development activities.

Low Carbon Transit Operations Program
Deadline: April 2026
Amount: Varies, view funded projects here
Eligibility: Eligible recipients are transportation planning agencies and transit operators eligible for State Transit Assistance (STA) funds per Public Utilities Code 99313 or 99314.
Match: Not stated
https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop
The Low Carbon Transit Operations Program (LCTOP) is part of California's comprehensive Transit, Affordable Housing, and Sustainable Communities Program established in 2014 by Senate Bill 862 (SB 862). LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a **priority on serving Disadvantaged Communities (DAC)**. LCTOP supports new or expanded transit services, expand intermodal transit facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes DACs, at least 50% of the total money received shall be expended on projects that will benefit these communities. SB 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in 2015-16. LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with California Air Resource Board (CARB) and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

U.S. Department of Transportation: Multimodal Project Discretionary Grant Opportunity (MPDG)
Deadline: May 2026
Amount: INFRA: $3-3.1 billion; Mega: $1.8 billion; Rural: $650-675 million
Eligibility: State, MPO, local government, tribal governments, and other combinations.

Link: www.transportation.gov/grants/multimodal-project-discretionary-grant-notice-funding-opportunity
https://www.transportation.gov/sites/dot.gov/files/2023-06/MPDG%20NOFO%202023-2024%20Final_0.pdf
https://www.transportation.gov/grants/mpdg-program#:~:text=Applications%20are%20due%20by%20May%206%2C%202024%20on%20Grants.gov.
Description: The purpose of this notice is to solicit applications for three funding opportunities: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). MPDG provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.

CA DOT: 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
Description: 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

PG&E Better Together Nature Positive Innovation Grant Program

Deadline: June 2026
Amount: $500,000 total this year – five $100,000 grants, one in each region of PG&E's service area
Eligibility: governmental organizations, tribal governments, educational institutions, and certified 501(c)3 nonprofit organizations
Link: https://www.pge.com/en/about/giving-locally/nature-postive-innovation-grant.html
Description: California faces growing risks to its natural environment and unique biodiversity. Today, about 30% of California's species are threatened with extinction—more than any other state. Climate change is further threatening California's natural environment—through direct impacts to habitats and species and indirect impacts through climate-induced changes in resources such as food, water, and habitat quality and availability.
As one of the largest landowners in California, PG&E has a long history of responsible stewardship of the natural environment. We are renewing our focus on environmental stewardship and are pursuing opportunities to invest in partnerships that will promote protecting and restoring land, water, and air in habitats and communities across our service area.
The Better Together Nature Positive Innovation grant program, funded by The PG&E Corporation Foundation (Foundation), is requesting proposals of $100,000 to fund five projects (one in each region of PG&E's service area) in 2024 that address a specific environmental stewardship focus area:
· Land Stewardship
· Air Quality
· Water Stewardship

EPA Clean Heavy-Duty Vehicles Program

Deadline: July 2026

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

Amount:

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.

Cal Transportation Commision: Local Transportation Climate Adaptation Program (LTCAP)
Estimated Deadline: 2026
Amount: Max $36,303,000 (Program provides $252.5 million dollars over five years through 2026 with funds for resilience improvements that protect surface transportation assets)
Match: Yes, 20%
Eligibility:

- Transportation planning agencies.
- Metropolitan planning organizations.
- County transportation commission.
- Local or regional transportation entities that are designated by statute as regional
- transportation agencies.
- Joint powers authorities established with the consent of a transportation planning
- agency or a county transportation commission for the jurisdiction in which the
- transportation project will be developed.
- A Local transportation authority.
- The Santa Clara Valley Transportation Authority.
- A city, county, or a city and a county.
- A federally recognized Native American tribe.

Link: 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:
Description: The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.

Rubberized Pavement Grant Program
Deadline: Sept 2026
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/
Description: 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).

U.S. Department of Transportation: Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
Deadline: TBD 2026
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
Link: 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

DTSC: Equitable Community Revitalization Grant (ECRG)
Deadline: TBD 2026
Amount: $85 million available
Eligibility: Nonprofit Public Agency Tribal Government
Match: TBD
Link: https://dtsc.ca.gov/ecrg/
Purpose: The program gives California communities an unprecedented opportunity to address historic environmental injustices and set a new path for land use that will have immediate and lasting benefits, such as recreational uses (parks and other green spaces), commercial enterprises and housing.

1. Community-wide Assessment Grant ($350k*): First steps or early stages to learn about environmental conditions of at least three sites in a defined area where reuse is being planned. Activities may include Phase I Environmental Site Assessments, Phase II Environmental Site Assessments or Preliminary Endangerment Assessments, and may also include community engagement for sites being assessed/investigated. In addition to assessment or investigation, activities may also include developing an inventory of brownfield sites, including GIS mapping, and other activities that will facilitate reuse planning.
   *Funding: Fixed amount of $350,000, which may include up to $50,000 for CWA-related activities conducted by grantee, such as community engagement.
2. Site-specific Investigation Grant ($150k to $7M): and/or cleanup planning at a specific site that is slated for reuse. Work includes All Appropriate Inquiries (AAI) or Phase I Environmental Site Assessments, Phase II Environmental Site Assessments, Preliminary Endangerment Assessments (PEA), supplemental or other necessary site investigations, health and ecological risk assessments, work to evaluate different cleanup methods, pilot tests to assess a potential remedial technology, and preparation of a cleanup plan.
3. Site-specific Cleanup Grant ($300k to $10M): This includes planning, implementation and reporting costs for the cleanup, pilot tests and sampling/analysis to design the cleanup, public engagement and

cleanup-related California Environmental Quality Act (CEQA) activities. A regulatory-approved cleanup plan is highly recommended for a Site-specific Cleanup Application.

WaterSmart WEE Grant Program:
Deadline: November 2026
Amount: $0- $5,000,000
Match: Yes 50%
Eligibility:

- State governments
- Special district governments
- Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education
- County governments
- City or township governments
- Native American tribal governments (Federally recognized)
- Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education
- Others (see text field entitled "Additional Information on Eligibility" for clarification)

Link: https://grants.gov/search-results-detail/350982
Description: This Water and Energy Efficiency Grants Notice of Funding Opportunity (NOFO) provides funding for projects that result in quantifiable water savings, implement renewable energy components, and support broader sustainability benefits. These projects 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 sustainability in the Western United States.

EPA: Multipurpose, Assessment, RLF, and Cleanup (MARC) Grants
Deadline: November 2025
Amount: MAX: Multipurpose: $1,000,000; Community Wide Assessment: $500,000; Assessment Coalition: $1,500,000; Clean Up: $5,000,000
Eligibility:

- General Purpose Unit of Local Government.
- Land Clearance Authority or another quasi-governmental entity that operates under the supervision and control of, or as an agent of, a general purpose unit of local government.
- Government Entity Created by State Legislature.
- Regional Council or group of General Purpose Units of Local Government.
- Redevelopment Agency that is chartered or otherwise sanctioned by a state.
- State.
- Federally recognized Indian tribe other than in Alaska.
- Alaska Native Regional Corporation, Alaska Native Village Corporation, and Metlakatla Indian Community.
- Nonprofit organization described in section 501(c)(3) of the Internal Revenue Code.

Match: Not Required
Link: https://www.epa.gov/brownfields/marc-grant-application-resources#Open%20Solicitations
Description: Grants offered by the Brownfields Program may be used to address sites contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and petroleum. Please visit the Types of Brownfields Grant Funding for an overview of the Multipurpose, Assessment, Revolving Loan Fund, and Cleanup Grants.

Cal Recycle: Tire Derived Aggregate
Deadline: December 2025
Amount: Up to $750,000 per grant cycle, $375,000 per grant award
Match: No
Eligibility: Local government agencies, state agencies, qualifying Indian Tribes, and private, for-profit entities.
Link: **TDA Grant Program**

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.

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

Cal Parks: Outdoor Recreation Legacy Partnership Program (ORLP)
Estimated Deadline: Spring 2026
Amount: Maximum: $15 million per application, Minimum: $300,000 per application
Match: 50%
Eligibility: Cities, Counties, State agencies, Federally recognized Native American Tribes
Joint Powers Authorities where all members are otherwise eligible under LWCF.
Park districts, and special districts with authority to acquire, operate and maintain public park and recreation areas
Link: https://www.parks.ca.gov/?page_id=30578
Description: ORLP focuses on communities with little to no access to publicly available outdoor recreation opportunities. ORLP funds the acquisition and/or development of new parks, or substantial renovations to parks in

economically disadvantaged cities or towns of at least 30,000 people.

- Projects must be located in incorporated cities and towns with at least 30,000 people.
- Projects must be located within a Census tract that is determined to be disadvantaged per the Climate and Environmental Justice Screening Tool at https://screeningtool.geoplatform.gov.
- Projects must involve land acquisition or development for outdoor recreation.
- Projects must be outdoor recreation areas and facilities open to the general public and not limited to special groups.
- Projects cannot be within a park/site that has LWCF or ORLP grant funding within the last seven years.

Thriving Communities Program:
Deadline: TBD
Amount: Program has $25 million+ to give
Match: Unsure as of now
Eligibility:

- Local Government
- Regional/Metro Planning Orgs (MPO)
- State DOT
- Transit Agency
- Tribal Government
- U.S. Territory

Purpose: This planning, technical assistance, and capacity building support will enable disadvantaged and under-resourced communities to advance a pipeline of transformative infrastructure projects that will increase mobility, reduce pollution, and expand affordable transportation options, connecting communities to the essential opportunities and resources that will help them thrive.
Link: https://www.transportation.gov/grants/thriving-communities

Sustainable Communities Planning Grants and Incentives (SCPGI) Program
Due: TBD
Amount: min $50k-max $1M
Eligibility: TBD
Purpose: Designed to help local governments meet the challenges of adopting land use plans and integrating strategies to transform communities and create long-term prosperity.
Link:https://www.conservation.ca.gov/dlrp/grant-programs/Pages/Sustainable-Communities-Planning-Grants-and-Incentives--Best-Practices-Pilot-Program.aspx

CalOES: Community Power Resiliency
Deadline: TBD-2026
Amount: Maximum during the last cycle was $300k
Match: No
Eligibility: Public Agency; To be eligible to receive funds, the entity must be a California incorporated city.
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.