Caltrans: Sustainable Transportation Grant

Deadline: November 21st, 2025

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.

Strategic Partnerships Grants:

- Minimum: $100,000.
- Maximum: $500,000.

Sustainable Communities Grants (Approximately $30 million - $17.5 million/competitive & $12.5 million/formula) 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

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

EDA: FY25 Disaster Supplemental Grant

Deadline: Industry Transformation Grants due March 3rd, 2026, all other applications are accepted on a rolling basis.

Amount:

- Readiness Path: $250,000 to $500,000
- Implementation Path: $2 million to $20 million for construction projects and $100,000 to $5 million for non-construction projects
- Industry Transformation Path: $20 million to $50 million

Match: EDA generally expects to fund up to 80% of project costs. EDA may fund up to 100% for Tribal applicants and severely distressed applicants.

Eligibility: Projects must be located in, primarily serve, or demonstrably benefit one or more communities in areas that received a major disaster designation occurring in calendar years 2023 and 2024. Check eligibility here: https://www.fema.gov/disaster/declarations

Link: https://www.eda.gov/strategic-initiatives/disaster-recovery/supplemental/2025

The EDA FY 2025 Disaster Supplemental NOFO is available on grants.gov and eda.gov. EDA funding can support both construction and non-construction projects.

EDA's Disaster NOFO provides funding through three funding pathways:

- **Readiness Path** – Capacity building and strategic planning projects that set the stage for future investment.
- **Implementation Path** – Standalone construction and non-construction projects that help communities recover from natural disasters and advance recovery and growth.
- **Industry Transformation Path** – Coalition-led, multi-project portfolios that transform regional economies through targeted industry development.

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 September)
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.

CalOES: State and Local Cybersecurity Grant Program

Deadline: TBD September 2025

Amount: Available Funding: $19,085,028

Match: No

Eligibility: Local Governments

https://www.caloes.ca.gov/grant-announcement/2024-25-state-and-local-cybersecurity-grant-local-and-tribal-sl-cfo/

Summary: The purpose of the Program is to assist local governments, including school districts and special districts, and federally recognized tribes address cybersecurity risks and threats to information systems, and improve security of critical infrastructure and resilience of the services these entities provide to their communities.

Allowable Costs

- Planning: Funds may be used for a range of planning activities, such as those associated with the development, review, and revision of holistic, entity-wide cybersecurity plans and other planning activities that support Program goals and objectives.

· Organization: Funds may be used for cybersecurity program management, development of whole community partnerships that support cybersecurity program governance, structures and mechanisms for information sharing between the public and private sector, and operational support, including ensuring continuity of operations for essential functions. Personnel hiring, overtime and backfill are permitted to perform allowable tasks.
· Equipment: See guidelines for more details. Funds may be used for contracts or agreements, warranties, licenses and user fees in support of a system or equipment.
· Training: Training can include the establishment, support, conduct, and attendance of training and/or in conjunction with training by other federal agencies.
· Exercise – Exercise costs are allowable under this Program. Exercises conducted with SLCGP funding should be managed and conducted consistent with Homeland Security Exercise and Evaluation Program (HSEEP) guidance documents.
· Management and Administration: M&A activities are defined as directly relating to the management and administration of SLCGP subaward funds, such as financial management, reporting, and program and financial monitoring.
· Indirect Costs: See section for guidance.

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

Cal Transportation Commision: Local Transportation Climate Adaptation Program (LTCAP)
Deadline: TBD 2026
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.

USDOT: Safe Streets and Roads for All (SS4A)
Estimated Deadline: TBD Spring 2026
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.

Caltrans: Active Transportation Program

Due: TBD 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