



List of Public Works Grant Opportunities

Carl Moyer Grant

Deadline: Varies depending on APCD

Amount: Varies depending on ask

Match: Yes, 15%

Link: <https://ww2.arb.ca.gov/carl-moyer-program-apply>

The Carl Moyer Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that required by law through retrofitting, repowering or replacing their engines with newer and cleaner ones.

These grants are issued locally by air pollution control districts and air quality management districts. Not all air districts fund every type of Carl Moyer Program project available. Please contact your local air district for the most updated information on funding availability, project eligibility, applications, and application selection timeline.

Projects that reduce emissions from heavy-duty on and off-road equipment qualify. This includes trucks over 14,000 gross vehicle weight, off-road equipment such as construction and farm equipment, marine vessels and locomotives, stationary agricultural equipment, forklifts, light-duty and other agricultural sources and airport ground support equipment.

CMAQ and STBG Programs

Deadline: Varies depending on local Transportation commission or COG, StanCOG is March 15, SCAG is March 29th

Amount: in the millions

Match: No

Link: look up local COG or TC

<https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-transit-and-highway-improvements>

[Congestion Mitigation and Air Quality \(CMAQ\) program](#) - The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

[Surface Transportation Block Grant \(STBG\)](#) - The STBG program provides flexible funding to best address State and local transportation needs.

BCSH: Encampment Resolution Fund

Deadline: Application Window #2: 02/01/24 - 04/30/24

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

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

Match: Yes

Link: https://besh.ca.gov/calich/erf_program.html

Specifically, funded activities should center around either 1) Providing interim shelter with clear pathways to permanent housing; or 2) Placing homeless individuals directly

into permanent housing. Eligible costs include, but aren't limited to:

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

EPA: Climate Pollution Reduction Grants (CPRG)

Deadline: Optional Notice of Intent to Apply due to CPRG@epa.gov by February 1, 2024, applications due **April 1, 2024 at 11:59 p.m**

Amount: Between \$2 million and \$500 million

Match: No

Eligibility: Limited to lead organizations for CPRG planning grants and other executive branch-level agencies, offices, and departments.

Link: <https://www.epa.gov/inflation-reduction-act/about-cprg-implementation-grants>

Recognizing the urgency to address GHG pollution contributing to climate change, the BidenHarris Administration and Congress established the \$5 billion CPRG program as part of the 2022 IRA. EPA takes seriously its responsibility to protect human health and the environment as the United States faces the increasingly harmful impacts of climate change. Across the country, communities are experiencing more deadly wildfires and storm surges, more extreme drought and water scarcity, and dangerous levels of flooding, among other impacts. The Fourth National Climate Assessment found that intense extreme weather and climate-related events, as well as changes in average climate conditions, are expected to continue to damage infrastructure, ecosystems, and social systems that provide essential benefits to communities. If left unchecked, future climate change is expected to further disrupt many areas of life and exacerbate existing challenges to prosperity posed by aging and deteriorating infrastructure, stressed ecosystems, and long-standing inequalities. However, with this challenge comes an opportunity to invest in a cleaner economy that will spur innovation and economic growth while building more equitable, resilient communities.

Safe Streets and Roads for All Grant Program

Deadline: April 4, 2024, 5 p.m. (EDT): Deadline #1 for Planning and Demonstration Grants.

May 16, 2024, 5 p.m. (EDT): Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.

August 29, 2024, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. NOFO closes.

Amount: \$100,000- \$10,000,000

Match: No

Eligibility: Counties, cities, towns, transit agencies, and other special districts that are political subdivisions of a State.

Link: <https://www.transportation.gov/grants/SS4A>

Purpose: Supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

National Energy Technology Laboratory: Grid Resilience and Innovative Partnerships (GRIP)

Deadline: April 17th, 2024

Amount: max \$250,000,000

Match: yes, 1/3

<https://www.grants.gov/search-results-detail/350971>

The GRIP program will provide funding to modernize the American electric grid and to maximize the benefits of the clean energy transition as the nation works to curb the climate crisis, empower workers, and advance environmental justice.

Program Objectives:

1. Transform the U.S. electric grid at the transmission and distribution levels by increasing resilience in the face of extreme disruptions, enabling data-rich and flexible grid performance, and spurring innovation at all stages of project ideation and execution;
2. Prioritize energy justice as an essential component of infrastructure development by 5

dramatically altering the relationship between energy providers and their communities; and 3. Catalyze and leverage private sector and non-federal public capital for impactful technology and infrastructure deployment.

USDOT: Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs

Deadline: 11:59 PM Eastern Time 04/25/2024

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>

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.

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

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

Amount: Max \$50 Million

Match: Yes, 20%

<https://catc.ca.gov/programs/local-transportation-climate-adaptation-program>

The Commission is required to develop program guidelines for the selection of projects that meet all of the following criteria:

- Increase climate resiliency and protect at-risk transportation infrastructure using California’s climate projections, as specified in Planning and Investing for a Resilient California: A Guidebook for State Agencies;
- Are consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide, including meeting the climate resiliency goals of the region where the project is located;
- Include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project, consistent with the California State Adaptation Strategy; and
- Incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.

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

Deadline: May/June 2024

Amount: \$500,000 to \$15 million

Match: Yes

Eligibility: Counties, cities, public housing authorities, special districts, IHEs, tribal governments

<https://www.fhwa.dot.gov/environment/cfi/>

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.

CA DOT: Active Transportation Program

Due: June 17th, 2024

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 Strategic Growth Council: Community Resilience Centers

Program Deadline: July 2024

Implementation Grant Pre-Proposal Deadline: August 25th, 2023

Amount: Planning grants: \$100,000 to \$500,000; Project Development grants: \$500,000 to \$5M; Implementation grants: \$1M - \$10M

Match: No

Eligibility: Cities, counties, special districts, JPAs, COGs, nonprofits, tribes, CBOs, community development finance institutions or community development corporations, emergency management, response, preparedness and recovery service providers and organizations. All communities are eligible to apply. SGC Staff will prioritize projects located in under-resourced communities.

Intent to Apply: To demonstrate interest in applying for a CRC Planning Grant, Project Development Grant, or Implementation Grant, all prospective applicants are strongly encouraged to submit an [Intent to Apply Survey](#) as early as possible.

Program URL:<https://sgc.ca.gov/programs/community-resilience-centers/> **Summary:**

SGC's CRC program will fund new construction and upgrades of neighborhood-level resilience centers to provide shelter and resources during climate and other emergencies, such as extreme heat events and poor air quality days. Program will also fund ongoing year-round community services and programs, such as food distribution and workforce development training, that build overall community resilience. SGC will prioritize community-serving locations across the state, such as schools, libraries, community centers, health clinics, and places of worship. SGC's CRC program will fund both planning and implementation activities. *There is a pre-proposal phase for Implementation Grants ONLY, which includes a 5-page concept paper. Those invited will submit full applications.*

Local Highway Safety Improvement Program (HSIP) Cycle 11

Due: September 2024

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

Match: No

Eligibility: Must be a city, a county, or a tribal government federally recognized within the State of California.

Link:<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

Purpose: achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Caltrans: Reconnecting Communities

Deadline: September 2024

Amount: \$149M for the entire program.

Match: Not Required, but encouraged

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b> Highway to Boulevard Pilot Program: Caltrans' Reconnecting Communities Program centers on equitable community engagement and relationship building to facilitate a way for affected communities to express how they are burdened by highway facilities, identify their need for reconnection and improved access, and develop transformational strategies and connectivity solutions. Funding is intended to assist with the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. These legacy impacts will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.

DOT: Reconnecting Communities and Neighborhoods Program

Deadline: September 2024

Amount: Up to \$100,000,000

Match: Yes, up to 50%

Eligibility: 1) A State; 2) A unit of local government; 3) A Tribal government; 4) A Metropolitan Planning Organization; or 5) A non-profit organization RCP Capital Construction Grants: 1) Owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed; or 2) a partnership between a facility owner (#1 above) and any eligible RCP Community Planning Grant applicant. See the NOFO for additional details on eligibility.

URL: <https://www.grants.gov/search-results-detail/348959>

Purpose: The RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). Funds for the fiscal year (FY) 2023 RCP grant program are to be awarded on a competitive basis to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development. This RCN NOFO is a combination of two major discretionary grant opportunities: The Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) Programs. USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities,
- Aiming to improve access to daily destinations such as jobs, education, healthcare, food, and recreation,

- Fostering equitable development and restoration, and
- Reconnecting communities by removing, retrofitting, mitigating, or replacing highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

USBOR: WaterSmart WEE Grant Program:

Deadline: October 31st, 2024

Match: Yes 50%

Amount: up to \$5 Million

The objective of the WaterSMART Water and Energy Efficiency Grants Funding Opportunity is to invite states, Indian tribes, irrigation districts, water districts, other organizations with water or power delivery authority, and partnering nonprofit conservation organizations to leverage their money and resources by cost sharing with Reclamation on projects that seek to conserve and use water more efficiently; increase the production of renewable energy; mitigate conflict risk in areas at a high risk of future water conflict; and accomplish other benefits that contribute to water supply sustainability in the western United States.

Federal USBOR grant. Can fund scada, installation of water meters,

etc. **Link:** <https://www.grants.gov/search-results-detail/350982>

<https://www.grants.gov/search-results-detail/350982>

Through WaterSMART Water and Energy Efficiency Grants (formerly Challenge Grants) Reclamation provides 50/50 cost share funding to irrigation and water districts, tribes, states and other entities with water or power delivery authority. Projects conserve and use water more efficiently; increase the production of hydropower; mitigate conflict risk in areas at a high risk of future water conflict; and accomplish other benefits that contribute to water supply reliability in the western United States. Projects are selected through a competitive process and the focus is on projects that can be completed within two or three years.

EPA: Environmental and Climate Justice Community Change Grants Program

Deadline: November 21, 2024

Amount: Awards under Track I are expected to be between \$10-20 million each and cannot exceed \$20 million. Awards under Track II are expected to be between \$1-3 million each and cannot exceed \$3 million. EPA expects to award approximately \$1.96 billion for about 150 Track I awards, including those under the Target Investment Areas described below in B, and approximately \$40 million for about 20 Track II awards.

Match: No cost-sharing or matching is required as a condition of eligibility under this NOFO.

Eligibility: Consistent with CAA §138(b)(3) and Assistance Listing 66.616, applicants eligible to apply and receive grants under this NOFO are (1) a partnership between two community-based nonprofit organizations (CBOs) as defined below, or (2) a partnership between a CBO and one of the following: a federally recognized Tribe, a local government, or an institution of higher education. These types of partnerships for eligibility purposes are known as Statutory Partnerships. Further eligibility requirements are described below.

Link: <https://www.epa.gov/inflation-reduction-act/inflation-reduction-act-community-change-grants-program>

The Community Change Grants are the final and most comprehensive piece of EPA's implementation of ECJP IRA funding. The Community Change Grants will complement grant programs that EPA launched in 2022 and 2023, including those for the Collaborative Problem-

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

CalOES: Community Power Resiliency

Deadline: TBD.

Amount: Maximum during the last cycle was \$300k

Match: No

Link: <https://www.caloes.ca.gov/office-of-the-director/policy-administration/finance-administration/grants-management/community-resiliency-listos-grants/>

Summary: The Community Resiliency Grant is the next generation of the Public Safety Power Shutoff Grant. The grant is to help maintain the continuity of critical services that 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.

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

Deadline: TBD (Not released as of 10/2/23)

Amount: \$5 million to \$800 million (based on previous round)

Match: Yes

Eligibility: States, MPOs serving urbanized areas, local government, special districts or public authority with transportation function, tribal governments, multistate corridor organization. The INFRA grant program funding will be made available under the MPDG combined Notice of Funding Opportunity (NOFO).

Program URL: <https://www.transportation.gov/grants/infra-grant-program> **Summary:** Program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Eligible projects:

- A highway freight project on the National Highway Freight Network
- A highway or bridge project on the National Highway System
- A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- A highway-railway grade crossing or grade separation project
- A wildlife crossing project
- A surface transportation project within the boundaries or functionally connected to an

- international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency
- A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions
- A highway, bridge, or freight project on the National Multimodal Freight Network

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

Deadline: TBD

Amount: \$13 million is program total

Match: Varies

Eligibility: State or local governmental authorities

URL:

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

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

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

Deadline: TBD

Amount: Up to \$2 million

Match: No

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

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

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

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

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

Deadline: TBD

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

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

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

Program URL:

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

Summary: The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. Projects selected under this program should be grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities. Furthermore, selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure, which is explicitly eligible under the program. Categories: There are four categories of funding under the PROTECT Discretionary Grant Program. One category is for Planning Grants. The other three categories are for Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure projects.

U.S. Department of Transportation: Multimodal Project Discretionary Grant Opportunity (MPDG)

Deadline: TBD

Amount: INFRA: \$3-3.1 billion; Mega: \$1.8 billion; Rural: \$650-675 million

Match: Varies

Eligibility: State, MPO, local government, tribal governments, and other combinations.

URL: <https://www.transportation.gov/grants/mpdg-NOFO-2023-2024>

Purpose: 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.

Rubberized Pavement Grant Program

Deadline: TBD

Amount: The maximum grant award is \$250,000 for individual applications, \$350,000 for joint applications, and \$500,000 for Qualifying Tribal Entities

Match: No, funds based on amount of rubberized pavement needed (weight)

Eligibility: Local governments (cities, counties, or cities and counties) as defined in PRC section 48617. Other local governmental agencies (including regional park districts, special districts, and Joint Powers Authorities (JPA) [where all participating entities are otherwise eligible]). Qualifying Tribal Entities (see Proposed Changes). State Agencies (only for Class 1 bikeways, greenways, and disability access projects at parks).

Link: <https://calrecycle.ca.gov/tires/grants/pavement/fy202324/>

Purpose: The Department of Resources Recycling and Recovery (CalRecycle) administers a program to provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products. The Rubberized Pavement Grant Program is designed to promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Rubberized Asphalt Concrete Hot-Mix

(Hot-Mix) and Rubberized Chip Seal (Chip Seal).

**California Department of Housing & Community Development:
Homekey:**

Deadline: TBD

Amount: Capital Award Per Door - \$150,000 to \$200,000; Operating Award Per Unit - \$1,000 to \$1,400 (per Assisted Unit per month).

Match: No

Opportunity to develop a broad range of housing types, including but not limited to hotels, motels, hostels, single-family homes and multifamily apartments, adult residential facilities, and manufactured housing, and to convert commercial properties and other existing buildings to Permanent or Interim Housing for the Target Population.

Link: <https://www.hcd.ca.gov/grants-and-funding/homekey>

CORE Voucher Incentive Program

Deadline: First come, first serve

Amount: Rebate/incentive, about 70%

Match: No

Link: <https://californiacore.org/how-to-participate/>

Eligible Equipment: <https://californiacore.org/equipmentcatalog/>

Check Funding: <https://californiacore.org/ticker/>

The California Air Resources Board (CARB), in partnership with CALSTART, launched the Clean Off-Road Equipment Voucher Incentive Project (CORE) to accelerate the purchase of zero-emission off-road equipment in California. CORE, analogous to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), is a project intended to encourage California

companies to purchase or lease currently commercialized zero-emission off-road freight equipment by providing a streamlined voucher process to offset the higher cost of such technologies.

CORE voucher amounts are based on the incremental cost difference between traditional equipment and new zero-emission alternatives. Additional funding is available for charging infrastructure, equipment deployed in pollution overburdened communities (DACs), and equipment purchased by small businesses.

****Landscaping Equipment Reserved for Licensed Landscapers**

South Coast AQMD Voucher Incentive Programs (Fleet and lawn/landscaping equipment)

Deadline: First-Come, First-Served Basis (no application deadline; open until funds are exhausted)

Amount: Up to 85% discount will be provided, up to the funding caps listed below (whichever is less); 20% match for fleet

Match: No

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

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

South Coast AQMD offers a broad range of programs for businesses, the

community, and local government that help to achieve cleaner air quality for all. Many of these programs offer financial incentives for implementing new clean air technologies. Some provide partnerships and new ways of addressing air quality issues throughout the **South Coast Basin**.

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

Amount: \$100,000 to \$30 million.

Match: No

Due: Rolling basis, no deadline.

Link: <https://www.eda.gov/funding/funding-opportunities>

Purpose: EDA solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and EAA programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive- merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States.

*****CEDS (Comprehensive Economic Development Strategy) needed for EDA grants**

MLB-MLBPA Youth Development Foundation:

Due: Rolling basis, no deadline.

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

Match: No

Purpose: Created to increase participation in and expand access to youth baseball and softball. Supports capital projects including building and renovating fields and practice facilities and installing lighting. It also supports baseball/softball programs and education initiatives. There is no funding range for grant requests.

SRF Programs

Deadline: Ongoing

Amount: Varies Depending on Project

Match: Low Cost Loan with PF option

https://www.waterboards.ca.gov/water_issues/programs/