California Coastal Commission: Whale Tail Grants Program
Deadline: November 6, 2024
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.

WaterSmart WEE Grant Program:
Deadline: Nov 13, 20204 4:00 p.m., MDT
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: Environmental and Climate Justice Community Change Grants Program
Deadline: November 21, 2024 at 11:59 PM (Eastern Time
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
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
Description: 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.

U.S. Department of Energy: Clean Energy Infrastructure eXCHANGE – ENERGY FUTURE GRANTS: CREATING A COMMUNITY-LED ENERGY FUTURE
Deadline: 11/10/2023 5:00 PM ET
Amount: Up to $500,000
Match: No
Eligible Applicants: Cities, Counties, etc
Link: https://infrastructure-exchange.energy.gov/
Description: The Energy Future Grants (EFG) provides $27 million in financial assistance to support local, state, and tribal government-led partnership efforts that will advance clean energy program innovation. EFG seeks to enhance energy so that it's both affordable and accessible for disadvantaged communities, all the while ensuring the broad benefits of a clean energy economy—including heath, economic development and jobs and emissions reductions. EFG will provide support for at least 50 multi jurisdictional teams. Teams should be ideally composed of 3-4 or more state, local, and/or tribal government partners joining together on a planning project. Multi-jurisdictional teams (e.g. cities and state, tribes and cities, states, cities and tribes, etc.) are encouraged to also partner with community benefit organizations. Additional partners can include academia, think tanks and/or utilities positioned to turn innovative (novel or early action) ideas into solutions that address barriers to clean energy deployment. EFG plans will provide direction for ensuring measurable benefits reach communities and support Justice 40, which directs 40% of the overall benefits of certain federal investments to flow to disadvantaged communities. Proposed EFG projects can include innovative planning efforts in solar power, transportation, and/or building sectors. A successful project will have equitable program innovation and seek to leverage DOE and other resources to speed and scale deployment of best practices by region or nationwide.
EFG applications will describe:

1) the market, technical, financial, legal, regulatory, or administrative barriers to clean energy deployment addressed,
2) the innovation approach or framework; and
3) how project will speed and scale clean energy deployment at the local, regional and/or state level and in disadvantaged communities.

Cal Recycle: Tire Derived Aggregate
Deadline: December 5, 2024
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.

California Ocean Protection Council: SB 1 Grant Program
Deadline: Track 1 (Pre-planning and Planning) will be due Friday, December 20, 2024
Track Two proposals (Projects in the Implementation Project Phase) will be accepted through a competitive process starting in mid-late 2024
Amount: Track 1: $200,000 - $1,500,000; Track 2: $1,500,000 - $10,000,000
Match: Encouraged, but not required
Link: https://www.opc.ca.gov/sb-1-funding/#Background
In 2021, Governor Newsom signed Senate Bill 1 (Atkins, 2021) into law. Senate Bill 1 (SB 1) directs the state to provide funding to local and regional governments to develop sea-level rise (SLR) adaptation plans and implementation projects. In 2022 and 2023, OPC received $37.5 million and $54.5 million respectively to support the implementation of SB 1, with an additional $10 million anticipated in the 2024-2025 budget. Ultimately, OPC's SB 1 SLR Adaptation Planning Grant Program (SB 1 Grant Program) aims to provide funding for coastal communities to develop consistent SLR adaptation plans and projects to build resilience to SLR along the entire coast of California and San Francisco Bay.
SB 1 Grant Program
The SB 1 Grant Program contains two funding tracks: one for pre-planning and planning phases (Track One), and one for the project phase (Track Two).
Track 1
Track One proposals (projects in the Pre-planning, Data Collection, and Planning Phases) are now being accepted through a rolling, quarterly process.
See the SB 1 Grant Program Solicitation (PDF) for details on this funding opportunity. Applicants must use the SB 1 Track 1 Proposal Template and Instructions (.docx), and be sure to address the minimum criteria listed in the SLR Adaptation Criteria.

CalTrans: Sustainable Transportation Grant
Deadline: January 22, 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.

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

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: Aug 2025

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

Link: 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: May 2025

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.

Rubberized Pavement Grant Program
Deadline: Sept 2025
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).

California Strategic Growth Council: Community Resilience Centers Program
Deadline: September 2024
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.
Link: https://sgc.ca.gov/programs/community-resilience-centers/
Description: 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.*

National Oceanic and Atmospheric Administration (NOAA): Climate Ready Workforce Funding Opportunity
Deadline: Feb 2025
Amount: $500,000-$10 million
Eligibility: State, Tribal, territorial and local governments, institutions of higher education, and non-profit organizations in coastal states or territories.
Link: https://www.noaa.gov/inflation-reduction-act/inflation-reduction-act-climate-ready-coasts-and-communities/climate-ready-workforce
Description: A climate-ready nation requires a climate-ready workforce. NOAA will assist communities in coastal and Great Lakes states and territories so they may form partnerships that train workers and place them into

jobs that enhance climate resilience. This competition is designed to meet the emerging and existing skills needs of employers while helping workers enter good jobs, so that together they may enhance climate resilience. NOAA envisions making between 10-20 awards under this competition, at amounts ranging from $500,000 to $10 million each. NOAA is issuing this Notice of Funding Opportunity (NOFO) for qualified organizations to form and support partnerships that will work collaboratively to support regional economies and their associated workforces by developing training programs that build in-demand skills, offering wraparound services that allow workers to successfully enroll in and complete training, and helping workers enter or advance into good jobs that enhance climate resilience. Wraparound services allow people to overcome barriers to participate in the program, especially individuals in underserved groups.

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

California Strategic Growth Council: Transformative Climate Communities (TCC) Grant
Deadline: August 2025
Amount: $300,000 to $105 million
Eligibility:

- Community-based organizations
- Local governments
- Nonprofit organizations
- Philanthropic organizations and foundations
- Faith-based organizations
- Coalitions or associations of nonprofits
- Community development finance institutions
- Community development corporations
- Joint powers authorities
- California Native American tribes

Purpose: Planning Grants fund planning activities to prepare disadvantaged communities for future funding opportunities in programs that align with the TCC Program's objectives. These include:

Funding the implementation of neighborhood-level projects with multiple, integrated projects; Empowering communities to choose their own strategies for reducing greenhouse gas emissions and achieving community benefits; and Prioritizing CA's most disadvantaged communities, e.g., neighborhoods ranked in the top 25% of CalEnviroScreen.

Link: https://sgc.ca.gov/programs/tcc/

DTSC: Equitable Community Revitalization Grant (ECRG)

Deadline: October 2024

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.

EPA: Multipurpose, Assessment, RLF, and Cleanup (MARC) Grants

Deadline: November 2024 (The application submission deadline will be approximately 60 calendar days after the solicitations are published)

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.

California Energy Commission: Power Electronics for Zero-Emission Residential Resilience (PEZERR)
Deadline: Feb 2025
Amount: min $1.5M, max $2M
Match: Yes, 20%
Eligibility: Open to all public and private entities with local public-owned electric utilities
Link: https://www.energy.ca.gov/solicitations/2023-11/gfo-23-302-power-electronics-zero-emission-residential-resilience-pezerr
Description: The purpose of this solicitation is to fund emerging power electronics technologies that improve affordability and simplify the complexity and time required for installing and integrating zero-emission backup power systems for powering critical loads during grid outages.
This solicitation aims to lower the cost and reduce the time to install zero-emission behind-the-meter (BTM) backup power systems in existing residential buildings such as homes and multifamily dwellings. Current zero-emission BTM backup power options are expensive not only due to high up-front costs of the generation or storage source, but also the balance-of-system (BOS) costs incurred when altering an existing building to accommodate the new backup power system. BOS costs encompass all the components and activities required to support and integrate the backup power system, excluding the actual power generation and storage devices. Examples of BOS costs include wiring, control systems, and other equipment, as well as installation labor, permits, and engineering design. The current process of choosing and hard-wiring critical loads for backup power in existing residential units is a time-consuming task, requiring physical selection and permanent wiring of circuits that limit the flexibility for residents to adapt their power usage during outages. Since there is no “one-size fits all” solution to existing homes due to their wide variety of sizes, layouts, and structural designs, electricians often spend considerable time customizing the systems.

Cal Parks: Outdoor Recreation Legacy Partnership Program (ORLP)
Deadline: January 2025
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.

CalOES: Community Power Resiliency
Deadline: TBD-2024
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.

HCD: Affordable Housing Sustainable Communities
Deadline: March 2025
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 2025
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.

EPA: Climate Pollution Reduction Grants (CPRG)
Deadline: August 2025

Amount:$1 million to $25 million.
Eligibility: Limited to lead organizations for CPRG planning grants and other executive branch-level agencies, offices, and departments.
Match: No
Link: https://www.epa.gov/inflation-reduction-act/cprg-implementation-grants
Description: 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.

CMAQ and STBG Programs
Deadline: Varies depending on local Transportation commission
Amount: in the millions
Match: No
Eligibility: State and local governments
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.

CA Air Resources Board: Carl Moyer Grant
Deadline: Varies depending on local air district
Amount: Varies depending on ask
Match: Yes, 15%
Link: https://ww2.arb.ca.gov/carl-moyer-program-apply
Description: 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.

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

Deadline: April 2025
Amount: max $250,000,000
Match: Yes, 30%
Eligibility: local governments and Tribes
URL: 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 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: April 2025
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 2025
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.

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

Deadline: May 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

Link: https://opr.ca.gov/climate/icarp/grants/extreme-heat-community-resilience.html

Description: 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.

OPR: Adaptation Planning Grant Program

Deadline: May 2025

Amount: between $100,000 and $650,000

Match: Not Required
Eligibility: Local Public Entities, California Native American Tribes (Tribes), Community-based Organizations, Academic Institutions
URL: https://opr.ca.gov/climate/icarp/grants/adaptation-planning-grant.html
Description: As communities in California experience more frequent, prolonged, and severe impacts of climate change, many are faced with planning for and responding to ongoing and worsening hazards such as extreme heat, flooding, wildfires, drought, extreme weather events, and sea level rise. Furthermore, many jurisdictions lack the capacity, tools, guidance, and resources to effectively prepare for these climate impacts. This capacity gap hinders the ability of communities to develop and implement plans that build resilience and reduce future risk.
The Adaptation Planning Grant Program (APGP) will provide $25 million to help fill local, regional, and tribal planning needs, provide communities the resources to identify climate resilience priorities, and support the development of a pipeline of climate resilient infrastructure projects across the state.
Key Priorities:

- **Explicitly and meaningfully prioritize equitable outcomes,** particularly in the most vulnerable communities, by establishing an inclusive funding program that removes barriers for Applicants and ensures that awardees represent a wide geographic, economic, and population diversity.
- **Encourage communities to equitably plan for and respond to multiple climate risks** by centering the needs of vulnerable communities and supporting an all-risk approach to adaptation planning. These grants encourage communities to conduct integrated planning activities. As California experiences accelerated impacts of climate change, many communities are faced with planning for and responding to cascading and compound impacts (e.g., flooding and landslides following wildfires, or riverine flooding due to sea level rise).
- **Support integrated social and physical infrastructure planning to achieve community resilience.** The program provides flexible funding to meet multi-sector/issue planning needs that intersect with climate risks, including but not limited to land use, transportation, economic, housing, natural resource management, public infrastructure, and hazard mitigation issues.
- **Build statewide capacity to plan for and implement equitable planning strategies** by supporting peer-to-peer learning, communities of practice, information sharing, and publishing replicable case studies in the State Adaptation Clearinghouse.
- **Embed equity into the planning process,** from project visioning through project evaluation, by increasing opportunities for shared decision-making, utilizing inclusive processes, and actively remedying historic underinvestment by fairly distributing access to the benefits and privileges associated with community investment.

CA DOT: Active Transportation Program

Due: June 2025
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 2025
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 2025

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)
Deadline: August 2025
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.

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
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

FEMA: Building Resilient Infrastructure and Communities (BRIC)
Deadline: October 2025
Amount: up to $2 million
Match: Generally, the cost share for this program is 75% federal cost share funding/25% non-federal cost share funding
Eligibility: Eligible states, territories and federally recognized tribal governments
Link: https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities/before-apply
Description: 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.