| *Project Type [1]: Planning (P), Infrastructure (I), Non-Infrastructure (NI), Safe Routes to School (SRTS), Recreational Trails (RT)*  *Funding Type [2]: Block (B), Discretionary (D), Formula (F), Technical Assistance (TA), or Product Award (PA)* | | | | | | |  | |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *Project Type [1]* | *Funding Source: Federal, State, Other* | *Tribal Specific: Yes or No* | *Funding Type [2]* | *Matching Funds Requirement: Percentage* | *Application Cycle: Month and Year* | *Pre-requisites: Minimum Requirements to apply* | | *Website Link* | | | | | | |
| *Funding Range: Award Floor & Ceiling* |
| P | National Endowment for the Arts: Our Town: Arts Engagement, Cultural Planning and Design Projects | No | D | A non-federal, 1 to 1 match consisting of cash or in-kind contributions. | Applications typically due in August annually. New guidelines typically posted in May. | Requires partnerships between arts organizations and government, other nonprofit organizations, and private entities to achieve livability goals for communities.  Successful projects will impact livability by affecting community priorities such as public safety, health, blight and vacancy, environment, job creation, equity, local business development, civic participation, and/or community cohesion. | | <https://www.arts.gov/grants/apply-grant/grants-organizations> | | | | | | |
| Grants range from $25,000 to $200,000 |
| I | U.S. Department of Agriculture, Rural Development, Community Facilities Direct Loan and Grant Program | No | D | Yes. Matching funds requirements vary by population size and income level. | Rolling | Recognized Tribal lands with no more than 20,000 residents.  Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities.  Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.  Facilities must serve rural area where they are/will be located.  Project must demonstrate substantial community support.  Environmental review must be completed/acceptable. | | <http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program> | | | | | | |
| Varies |
| I | U.S. Department of Agriculture, Rural Development, Community Facilities Guaranteed Loan Program | No | D | Maximum guarantee 90% of the eligible loan. | Rolling. | Recognized Tribal lands with no more than 20,000 residents.  Applicants must have legal authority to borrow money, obtain security, repay loans, construct, operate, and maintain the proposed facilities.  Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.  Tax exempt financing is not eligible for this program.  Lender responsible for determining credit quality and economic feasibility of proposed loan; adequacy of equity, cash flow, security, history and management capabilities.  Facilities must serve rural area where they are /will be located.  Project must demonstrate substantial community support.  Environmental review must be completed/acceptable. | | <http://www.rd.usda.gov/programs-services/community-facilities-guaranteed-loan-program> | | | | | | |
| Varies. |
| I | U.S. Department of Agriculture, Rural Development, Economic Impact Initiative Grants | No. | D | 25% of total project costs. | Rolling. | Federally recognized Tribal lands with no more than 20,000 residents that have a not employed rate of greater than 19.5%.  Median household income of a community being served must be below 90% of the state non-metropolitan median household income for grant eligibility.  Applicants must be unable to finance the project from their own resources and/or through commercial credit at reasonable rates and terms.  Facilities must serve the rural area where they are/will be located.  Projects must demonstrate substantial community support.  Environmental review must be completed/acceptable. | | <http://www.rd.usda.gov/programs-services/economic-impact-initiative-grants> | | | | | | |
| Varies. |
| I | U.S. Department of Agriculture, Rural Development, Strategic Economic and Community Development | No | D | Unknown. | Varies. | Project must be eligible for other Rural Development program funding.  Project must be carried out solely in a rural area.  Project must support a multi-jurisdictional strategic economic and community development plan. | | <https://www.rd.usda.gov/programs-services/strategic-economic-and-community-development> | | | | | | |
| Varies. |
| P, NI, SRTS, RT | U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic Development Strategies Programs | Yes. Tribes and tribal organizations. | D | 20% of total project costs. | Varies. Application typically due in March to April annually. | Applicants may only have one active award per Catalogue of Federal Domestic Assistance number.  All applicants must submit documentation that its governing body approves submission of the application.  Applicants that are not tribes must provide assurance of tribal community representation on the governing board. | | <http://www.acf.hhs.gov/programs/ana/grants/funding-opportunities> | | | | | | |
| $400,000 award ceiling per budget period; $100,000 award floor per budget period. |
| $400,000 award ceiling per budget period; $100,000 award floor per budget period. |
| NI | U.S. Department of Health and Human Services, Indian Health Service, Tribal Injury Prevention Cooperative Agreement Program | Yes. Tribes, Tribal Organizations, and Urban Indian Organizations. | D | None. | The application cycle for the next 5 year funding period has not yet been announced. | For Part I funding, applicants must meet the IHS minimum user population of 2,500.  A signed Tribal resolution from each of the Indian Tribes served by the project must accompany the electronic application submission. An Indian Tribe that is proposing a project affecting another Indian Tribe must include resolutions from all affected Tribes to be served. Or a draft resolution may be submitted but the final resolution must be provided prior to the date of the Objective Review of applications. | | <https://www.ihs.gov/InjuryPrevention/tipcap/>  <https://www.federalregister.gov/articles/2015/04/14/2015-08605/injury-prevention-program-announcement-new-and-competing-continuation-cooperative-agreement> | | | | | | |
| Part I (new applicants) - $100,000 for Year 1 and $80,000 for each year in Years 2 to 5.  Part II (Effective Strategy Project Applicants) - $20,000 for each year in Years 1 to 5. |
| P, I | U.S. Department of Homeland Security, Federal Emergency Management Agency, Pre-Disaster Mitigation Grant Program | No | D (with set-aside for Tribes of $20 million in 2019 and a competitive initiative for Resilient Infrastructure projects. These projects have a larger Federal cost share cap at $10 million and are community based. As mitigation plans are updated, state, local, tribal, and territorial governments may want to engage partners with an interest in resilient infrastructure projects to join the planning process to identify vulnerabilities and develop updated mitigation strategies.) | 25% of eligible activity costs or 10% for small impoverished communities that meet guidelines for such communities.  Native American Tribal governments meeting the definition of a small, impoverished community that apply to FEMA directly as Applicants are eligible for a 90 percent Federal cost share for their planning, project, and management costs subapplications, which make up their overall PDM grant application. | Varies. In FY 2019 the application cycle opened on September 30, 2019 and closes on January 31, 2020. | Hazard mitigation plan must be developed and adopted before mitigation projects will be funded.  Applicants and subapplicants applying for mitigation projects must provide a Benefit Cost Analysis (BCA) or other documentation that validates cost-effectiveness.  The Applicant’s highest ranked planning or project subapplication must not exceed $575,000 Federal cost share.  Applicants may submit subapplications for the Advance Assistance funding not to exceed a total of $200,000 per Applicant.  Competitive priorities apply. See agency website for details. | | <http://www.fema.gov/pre-disaster-mitigation-grant-program> | | | | | | |
| $4 million for mitigation projects;  $200,000 per Applicant for Advance Assistance;  $10 million for Resilient Infrastructure projects;  $400,000 for newmitigation plans consistent with 44 CFR Part 201;  $300,000 for State/territorial and multi-jurisdictional local or tribal mitigation plan updatesconsistent with 44 CFR Part 201;  $150,000 for single jurisdiction local or tribal mitigation plan updatesconsistent with44 CFR Part 201. |
| I | U.S. Department of Housing and Urban Development, Indian Community Development Block Grant Program | Yes | B (Competitive) with % set-aside for non-competitive Imminent Threat Grants. | None. | February 3, 2020. The deadline is rolling for Imminent Threat Grants and they are funded on a first come, first served basis. | Extensive list of threshold and project requirements listed in the Notice of Funding Availability. | | <https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy19ihbg>  <https://www.grants.gov/web/grants/view-opportunity.html?oppId=322606> | | | | | | |
| Varies. In 2020, in the Southwest Office of Native American Programs, the funding threshold is $1,500,000 to $7,000,000 based on the population that resides on the Reservation or Rancheria. |
| NI | U.S. Department of the Interior, Bureau of Indian Affairs, Indian Highway Safety Program, Law Enforcement Grants | Yes | D | None.  Funds are intended to supplement an existing traffic safety program on the reservation. | Grant applications are due by May 1, 2020 for the 2021 grant year. | Tribes can apply for the full-time and over- time law enforcement grants with this program.  Must be able to provide traffic data breakdown (motor vehicle fatalities and crashes).  All applications must contain measurable targets and performance measures, and be justified by data.  Must include a Tribal resolution and current Indirect Cost Agreement Letter with the application.  A reimbursable grant. | | <https://www.bia.gov/bia/ojs/dhs> | | | | | | |
| Varies. |
| NI | U.S. Department of the Interior, Bureau of Indian Affairs, Indian Highway Safety Program, Occupant Safety Grants | Yes | D | None.  Funds are intended to supplement an existing traffic safety program on the reservation. | Grant applications are due by May 1, 2020 for the 2021 grant year. | Tribes can apply for the Child Passenger Safety Seat Program grant with this application.  The BIA Indian Highway Safety Program is performance-based and data driven. The problem statement will need to justify the Tribes need for a child passenger safety seat program. All applications must contain measurable targets and performance measures, and be justified by data. Insufficient data to justify a need for a CPS program will significantly reduce the possibility of funding for the Tribe.  Must include a Tribal resolution and current Indirect Cost Agreement Letter with the application.  A reimbursable grant. | | <https://www.bia.gov/bia/ojs/dhs> | | | | | | |
| Varies. |
| P | U.S. Department of the Interior, Bureau of Indian Affairs, Tribal Climate Resilience Program, Category 2 – Climate Adaptation Planning | Yes | D | None. | Varies. The 2020 application cycle closes on March 2, 2020 | Category 2 awards are designed to support tribal governments in the development of climate adaptation plans, vulnerability assessments, or in data analysis efforts, including supplementary monitoring. Emphasis is placed on climate adaptation planning efforts that focus on regional planning or those that serve multiple tribes.  Other categories in the funding program may apply to tribal transportation. See the BIA Climate Change webpage for more details. | | <https://www.bia.gov/bia/ots/tribal-resilience-program> | | | | | | |
| Up to $150,000 in Category 2 |
| NI | U.S. Department of Justice, Coordinated Tribal Assistance Solicitation: Purpose Areas 1 (Public Safety and Community Policing), 3 (Justice systems and alcohol and substance abuse) and 8 (Juvenile healing to wellness courts). | Yes | D | None. | Varies. In 2020 the application period opens on December 4, 2019 and closes on February 25, 2020. | For Purpose Area 1, applicants must have an established law enforcement agency that is operational as of the close of the solicitation, or receive services through a new or existing contract for law enforcement service with the Bureau of Indian Affairs (BIA) or a state or local agency. | | <https://www.justice.gov/tribal/grants> | | | | | | |
| In 2020, for Purpose Area 1, a maximum of $500,000 to $900,000 depending on the size of the sworn police force; for Purpose Area 3, not indicated; for Purpose Area 8, not indicated. |
| I, P | U.S. Department of Transportation, Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants | No | D | In 2020, funds up to 80% of project costs in an urban area and the federal share many increase for projects in a rural area. | Varies. The current deadline is May 18, 2020. | Eligible projects are surface transportation capital projects: highways and bridges; public transportation; passenger and freight rail; port infrastructure; and, intermodal.  Applicants must measurably demonstrate how their projects will lead to transformative change in their communities in the merit primary and secondary evaluation criteria: Safety, State of Good Repair, Economic Competitiveness; Quality of Life; Environmental Sustainability; Innovation; and Partnership.  BUILD transportation planning grants are for the planning, preparation or design of eligible projects. | | <https://www.transportation.gov/BUILDgrants> | | | | | | |
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| In 2020 the minimum award is $5 million.  For projects located in rural areas, the minimum award is $1 million.  The maximum award is $25 million and no more than $90 million can be awarded to a single state.  No statutory minimum for planning grants. |
| P | U.S. Department of Transportation, Transportation Planning Capacity Building Peer Program | No | D | None. | Rolling. | Funding preference is given to applicants who: demonstrate the importance of their planning challenges to meeting Federal planning requirements, as well as regional and state-level goals; demonstrate how specifically they will use the information learned during the peer program event; and, seek support on their topic/event from FHWA Division or FTA Regional office staff. | | <https://www.planning.dot.gov/peer_program.aspx> | | | | | | |
| Varies. The program pays for travel, accommodations, meals, and incidental expenses associated with on-site peer exchanges and offers workshops, roundtables, and webinars to participants free of charge. |
| P, I | U.S. Department of Transportation, Federal Highway Administration, Accelerated Innovation Deployment Demonstration | No | D |  | The program is currently open as of September 1, 2016 and accepting applications on a rolling basis. | Projects eligible for funding shall include proven innovative practices or technologies, including infrastructure and non-infrastructure strategies or activities, which the applicant or subrecipient intends to implement and adopt as a significant improvement from the applicant’s or the subrecipient’s conventional practice. | | <http://www.fhwa.dot.gov/innovation/grants/>  <https://www.fhwa.dot.gov/innovation/grants/fhwa_2016_21063_october2019.pdf>  <https://www.grants.gov/web/grants/search-grants.html?keywords=AID%20Demonstration%20program>  <https://www.fhwa.dot.gov/innovation/grants/projects/> | | | | | | |
| Award ceiling, $1,000,000; award floor, $50,000. |
| I | U.S. Department of Transportation, Federal Highway Administration, Significant Federal Lands and Tribal Projects Program | No | D | Not less than 10% of total project costs. | The call for projects is currently closed. | Project must be a single continuous project. Must meet the definition of being a “federal lands transportation facility”; “federal lands access transportation facility”; or “Tribal transportation facility”. NEPA activities must demonstrate completion. Must have estimated construction costs, based on the results of preliminary engineering, equal to or greater than $25,000,000, with priority consideration for projects with estimated construction costs equal to or exceeding $50,000,000. Funds can only be used for construction, reconstruction, or rehabilitation of transportation facilities. | | <https://flh.fhwa.dot.gov/programs/nsfltp/>  <https://www.grants.gov/web/grants/view-opportunity.html?oppId=309403> | | | | | | |
| Projects must have an estimated construction cost of at least $25 million, with construction projects with an estimated cost equal to or exceeding $50 million receiving priority consideration in the selection process. |
| P, I | U.S. Department of Transportation, Federal Highway Administration, Tribal Transportation Program | Yes | F | None. | Not applicable. | Federally-recognized Tribe. | | <https://flh.fhwa.dot.gov/programs/ttp/> | | | | | | |
| Varies. Funds are allocated among Tribes using a new statutory formula based on tribal population, road mileage and average tribal shares of the former Tribal Transportation Allocation Methodology (TTAM) formula. |
| P, I | U.S. Department of Transportation, Federal Highway Administration, Tribal Transportation Program Bridge Program | Yes | D | Minimum 20% match required for non-BIA bridges. | Rolling. | For existing bridges.  Bridge must have opening of 20 feet or more; be on the Tribal Transportation Program Inventory; be structurally deficient or functionally obsolete; and be recorded on the Federal Highway Administration National Bridge Inventory. | | <https://flh.fhwa.dot.gov/programs/ttp/bridges/ttbp.htm> | | | | | | |
| Not to exceed $150,000 for preliminary engineering projects.  100% of project costs for BIA and Tribal bridges. Up to $1 million for non-BIA bridges. |
| P, I, NI | U.S. Department of Transportation, Federal Highway Administration, Tribal Transportation Safety Program Funds | Yes | D | None | Varies. FY 2019 applications were due on May 20. | For non-planning projects, supporting incident data, safety plan and other applicable supporting documents are required. | | <https://flh.fhwa.dot.gov/programs/ttp/safety/ttpsf.htm> | | | | | | |
| $12,500 for a new Safety Plan; $7,500 for an updated Safety Plan; no restrictions for non-Safety Plan projects. |
| P, I, NI | U.S. Department of Transportation, Federal Transit Administration, Formula Grants for Rural Areas | No | F | Yes. Federal share is 80% of net project costs; 50% for operating assistance; 80% for Americans with Disabilities Act  (ADA) non-fixed-route paratransit service, using up to 10% of a recipient’s apportionment. | Varies. | Supports public transportation in rural areas with populations less than 50,000. | | <https://www.transit.dot.gov/rural-formula-grants-5311> | | | | | | |
| 83.15% of funds apportioned based on land area and population in rural areas. 16.85% of funds apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas. |
| I | U.S. Department of Transportation, Federal Transit Administration, Grants for Buses and Bus Facilities Program | No | D | The federal share of eligible capital costs is 80 percent of the net project cost with two exceptions. | Varies. The 2020 funding cycle opens on January 30 and closes on March 30, 2020. | Federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311 (see Formula Grants for Rural Areas above). | | <https://www.transit.dot.gov/bus-program> | | | | | | |
| There is no minimum or  maximum grant award amount apart  from the restriction that FTA will not  award more than ten percent of the  funds to a single grantee. |
| I | U.S. Department of Transportation, Federal Transit Administration, Low or No Emissions Program 5339(c) | No | D | 10% to 15% depending on project type. | Varies. In 2020, the application period opens on January 17, 2020 and closes on March 17, 2020. | For the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities.  All proposed projects must be part of the intended recipient’s long-term integrated fleet management plan. | | <https://www.transit.dot.gov/funding/grants/lowno> | | | | | | |
| In 2019, the largest award to a single applicant was $3 million. |
| P,I,NI | U.S. Department of Transportation, Federal Transit Administration, National Rural Transit Assistance Program | No | TA | None | Ongoing. | Tribes may request peer assistance through the program for all transit-related issues by submitting a request for peer assistance.  Peer assistance can include conference calls, e-mail contact, or even a brief site visit. | | <https://nationalrtap.org/Tribal-Transit/Request-Peer-Assistance> | | | | | | |
| Not applicable |
| P,I  NI (in limited circumstances) | U.S. Department of Transportation, Federal Transit Administration, Public Transportation on Indian Reservations Program; Tribal Transportation Program | Yes | F, D (Competitive) | 10% of project costs, unless the tribe can demonstrate a financial hardship in the application. | Varies. In 2019, the application period closed on July 9. | For competitive grants, Indian tribes located in rural areas with a population of 50,000 or less.  A service area can include some  portions of urban areas, as long as the tribal transit service begins in and serves rural areas.  In 2019, Tribes applying for capital replacement or expansion needs must have demonstrated a sustainable source of operating funds for existing or expanded services. In FY 2019, FTA would only consider operating assistance requests from tribes without existing transit service, or those tribes who received a TTP formula allocation of less than $20,000. | | <https://www.transit.dot.gov/tribal-transit> | | | | | | |
| Varies. For planning projects, up to $25,000 in FY 2019. |
| I | U.S. Department of Transportation, Office of the Secretary of Transportation, Nationally Significant Freight and Highway Projects (INFRA Grants) | No | D | INFRA grants may be used for up to  60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs.  Cost share will also be evaluated according to the “Leveraging of Federal Funding” evaluation criterion described in the NOFO. The Department seeks applications for projects that exceed the minimum non-Federal cost share requirement described in the NOFO. | For the 2020 funding cycle, the application period opens on January 15, 2020 and closes on February 25, 2020. | For nationally and regionally significant freight and highway projects. Prioritizes projects that (1) Support economic vitality at the national and regional level; (2) Leverage Federal funding to attract non-Federal sources of infrastructure investment; (3) Deploy innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and (4) Hold grant recipients accountable for their performance. Projects that receive INFRA awards must consider and effectively respond to data-driven transportation safety concerns. | | <https://www.transportation.gov/buildamerica/infragrants> | | | | | | |
| For large projects minimum award is $25 million; for small projects the award floor is $5 million. |
| RT | California Coastal Conservancy | No | D | None | Rolling | For projects that help the CCC meet its strategic plan objectives including to develop the California Coastal Trail as a major recreational amenity, tourist attraction, and alternative transportation system and expand the system of coastal public accessways, open-space areas, parks, and inland trails that connect to the coast.  Prospective applicants must discuss their projects with Conservancy staff prior to submitting an application.  The applicant must demonstrate that it can adequately administer the grant and manage the project, and that its entire operating budget is not dependent upon the underlying grant. The applicant should address the following organizational capacity and expertise elements, including but not limited to: (1) Capacity to manage a state grant, including fiscal system and staff dedicated to financial operations; (2) Ability to address cash flow and how the applicant will handle the process of reimbursement payments; (3) Proof of qualified staff or contractors to carry out the project activities; (4) A record of success completing similar projects and the commitment to see the project to completion. | | <http://scc.ca.gov/grants/grant-application/> | | | | | | |
| No established minimum or maximum unless applying for a specific Request for Proposals released by the Conservancy. |
| NI | California Department of Public Health, Safe And Active Communities Branch, California Kids’ Plates Program | No | PA | None | Request for Applications typically released in February annually. Current projects are funded through 2020 | Equipment awards to be used to reduce unintentional injuries in children and youth.  Focus: Motor Vehicle Occupant Safety; Bicycle Safety; Drowning Prevention | | <https://www.cdph.ca.gov/Programs/CCDPHP/DCDIC/SACB/Pages/KidsPlates.aspx> | | | | | | |
| Not applicable |
| P, I, NI, SRTS, RT | California Department of Transportation, Active Transportation Resource Center | No | TA | None | Late 2019 or early 2020 for technical assistance to develop Cycle 5 Active Transportation Program applications. | At least one California tribe will be selected out of 10 disadvantaged communities.  Sign up for the ATRC mailing list to stay informed about the application process | | [http://caatpresources.org](http://caatpresources.org/) | | | | | | |
| Not applicable |
| P, I, NI, SRTS, RT | California Department of Transportation, Highway Safety Improvement Program (HSIP) | No | D | None | It is expected that the next HSIP Call for Projects (Cycle 10) be announced around April/May, 2020. | Projects with Benefit/Cost ratios at 1.0 or more.  For a project to be eligible for HSIP funding, a specific safety problem must be identified and the proposed countermeasure(s) must substantially address the condition. All proposed projects must lead to and complete the construction of safety improvements. The project must be consistent with California’s Strategic Highway Safety Plan (SHSP).  HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Within FAST, there are twenty-eight project categories identified as eligible; as listed under 23 U.S.C. §148(a)(4)(B).  Funds projects that can be implemented expeditiously. | | <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program> | | | | | | |
| $100,000 minimum federal reimbursement amount and $10,000,000 maximum federal reimbursement amount for any single HSIP/HR3 project.  $2,000,000 set-aside for tribes with a maximum $250,000 per tribe. |
| P | California Department of Transportation, Transportation Planning Grant Program: Strategic Partnerships | No | D | 20% minimum (non-federal funds or in-kind). The entire 20% match may be in-kind. | Varies. FY 2020-2021 applications were due on October 17, 2019. | Tribes are eligible to be sub-applicants with primary applicants being Metropolitan Planning Organizations and  Regional Transportation Planning  Agencies (MPOs/RTPAs).  Funds transportation planning related projects only.  All grant applications must align with the Caltrans Mission, Grant Program Overarching Objectives, and the California Transportation Plan 2040 Vision. | | <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants> | | | | | | |
| In, 2020-2021 $100,000 grant minimum; $1,000,000 grant maximum |
| P | California Department of Transportation, Transportation Planning Grant Program: Sustainable Communities Competitive Grants | No | D | 11.47% minimum (cash or in-kind).  The entire 11.47% match may be in-kind.  Staff time from the primary applicant counts as cash match. | Varies. FY 2020-2021 applications were due on October 17, 2019. | Funds transportation planning related projects only.  All grant applications must align with the Caltrans Mission, Grant Program Overarching Objectives, and the California Transportation Plan 2040 Vision. | | <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants> | | | | | | |
| In 2019-2020, $50,000 grant minimum for Tribes; $1,000,000 grant maximum |
| In 2019-2020, $100,000 grant minimum; $1,000,000 grant maximum |
| I | California Department of Resources Recycling and Recovery, Rubberized Pavement Grant Program | No | D | None | Varies. Applications were due on Application materials for fiscal year (FY) 2020-21 will tentatively be available July 2020. | Projects must be owned and maintained by the applicant and accessible to the general public.  Projects must be located in California.  Must use California generated and processed waste tires in the crumb portion of the project.  Required % of tire crumb to rubberized binder.  Minimum materials requirements for specific project types (Hot-Mix, Chip Seal). Tribes may meet the requirements by combining Class 1 projects with eligible roadway projects. | | <https://www.calrecycle.ca.gov/Tires/Grants/Pavement/> | | | | | | |
| In 2019-2020, $350,000 maximum for Individual Application. If applying for a regional application, the maximum grant award shall not be greater than $500,000. The Lead or a participating jurisdiction is limited to no more than $350,000 of the grant award.  Other funding range criteria apply. See application. |
| I | California Department of Resources Recycling and Recovery, Tire Derived Aggregate Program | No | D | None | Varies. Application materials for fiscal year (FY) 2019–20 are due August 1, 2019; October 31, 2019; and January 30, 2020. | Must use California generated and processed waste tires in the Tire Derived Aggregate portion of the project.  Project must be located in California.  Minimum material usage requirements.  Projects must be a new category of activity at a location.  Planning and design threshold requirements and review by CalRecycle staff and contractors.  Real property on which project is located must be owned by the applicant. | | <https://www.calrecycle.ca.gov/Tires/Grants/TDA/>  <https://www.calrecycle.ca.gov/tires/grants/tda/fy201920/> | | | | | | |
| In 2019, $350,000 is the maximum available for individual grant awards, Very Large Projects are each eligible for grant awards up to $750,000, with a limit of one per applicant. |
| I | California Department of Resources Recycling and Recovery, Tire Derived Product Program | No | D | None | Varies. Application materials for fiscal year (FY) 2019-20 were due May 14, 2019.  Application materials for fiscal year (FY) 2021–22 will tentatively be available April 2021. | A minimum of 2,500 California-generated waste tires must be used per application. Multiple products/projects may be combined to achieve this minimum.  Project(s) must not have previously received CalRecycle grant funds. | | <https://www.calrecycle.ca.gov/tires/grants/product/> | | | | | | |
| In 2019, $150,000 per grant award. |
| RT | California Natural Resources Agency, Proposition 68, Green Infrastructure Grant Program | No | D | None | CNRA is no longer accepting concept proposals for this program. | Numerous general requirements.  Projects shall accomplish at least one of the following:  a. Improve a community’s ability to adapt to the unavoidable impacts of climate change.  b. Improve and protect coastal and rural economies, agricultural viability, wildlife corridors or habitat.  c. Develop future recreational opportunities.  d. Enhance drought tolerance, landscape resilience, and water retention.  Eligible projects include Green Streets and Alleyways; Non-motorized trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. | | <http://resources.ca.gov/grants/green-infrastructure/> | | | | | | |
| No minimum or maximum grant award. |
| RT | California Natural Resources Agency, Proposition 68, Recreational Trails and Greenways Grant Program | No | D | Unless the project has been identified as serving a disadvantaged community, an entity that receives an award shall be required to provide a match of twenty percent (20%). | CNRA is no longer accepting concept proposals for this program. | All projects must provide non-motorized infrastructure development and enhancements that promote new or alternate access to parks, waterways, outdoor recreational pursuits, and forested or other natural environments to encourage health-related active transportation and opportunities for Californians to reconnect with nature.  Up to 25 percent (25%) of program funds may be made available to communities for innovative transportation projects that provide new and expanded outdoor experiences to disadvantaged youth.  Multiple general requirements listed in the draft guidelines available through the web-link | | <http://resources.ca.gov/grants/trails/> | | | | | | |
| Awards for individual projects are capped at $4 million. There are no minimum grant amounts. |
| NI | California Office of Traffic Safety | No | D | None | The FFY 2021 applications period closes on January 30, 2020. | Must use funds for designated program areas.  Must be able to provide Traffic Safety Data that demonstrates how your program will save lives on our roadways and be able to demonstrate using performance measures with one-year of funding. | | <https://www.ots.ca.gov/grants/> | | | | | | |
| Varies. Maximum range typically $200,000. |
| RT | California State Parks, Off-Highway Motor Vehicle Recreation Program Grants and Cooperative Agreements | No | D | None | For the 2020 funding cycle, the application process begins on January 13, 2020 with preliminary applications due on March 2, 2020 and final applications due on June 1, 2020. | The program provides for well managed OHV Recreation by providing financial assistance to eligible agencies and organizations that develop, maintain, operate, expand, support, or contribute to well-managed, high-quality, OHV Recreation areas, roads, and trails, and to responsibly maintain the wildlife, soils, and habitat of Project Areas in a manner that will sustain long-term OHV Recreation in accordance with the legislative provisions and intent of the Act commencing at PRC Section 5090.01. Grants are available for Operations and Maintenance, Restoration, Law Enforcement, and Education and Safety. | | <http://ohv.parks.ca.gov/?page_id=1164> | | | | | | |
| $200,000 to $1.5 million maximum depending on the category. |
| P, I, NI, SRTS, RT | California Strategic Growth Council, Affordable Housing and Sustainable Communities Program | No | D | The **Project** must demonstrate a level of committed funding at time of application that is 0.90 or greater calculated by the following equation:  AHSC funds requested + Enforceable Funding Commitments (EFCs) – Deferred Costs (Divided by)  Total Development Cost – Deferred Costs | February 11, 2020 | Multiple requirements. See guidelines.  Federally recognized tribes may qualify for funding provided their projects are located on one of the following lands: (1) Tribal Trust Lands; (2) Individual Trust Lands; (3) Tribal Fee Restricted Lands; (4) Individual Fee Restricted Lands; and (5) Tribally Owned Unrestricted Lands.  Conditions for award but not making a competitive application include BIA consent and limited waiver of sovereign immunity. | | <https://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>  <http://sgc.ca.gov/programs/ahsc/resources/guidelines.html>  <https://www.hcd.ca.gov/grants-funding/active-funding/ahsc/docs/AHSC-NOFA-Round-5.pdf> | | | | | | |
| $1 million minimum; $30 million maximum for all project types. |
| P, I, NI, SRTS, RT | California Strategic Growth Council, Transformative Climate Communities Program. | No | D | 50% match of the awarded grant. | The application is due on February 28, 2020.  Prospective lead applicants must have completed required surveys by November 18, 2019 and January 15, 2020. | For a place-based, comprehensive approach to climate change in California communities that are most overburdened by environmental, socioeconomic and health inequities.  The CalEnviroScreen 3.0 (“CES”) Tool identifies these communities and the TCC Program has set the following thresholds for TCC Implementation and Planning Grants: (1) Implementation Grants:Communities in which more than half of the area overlaps with census tracts in the top 10 percent (10%) of the CES rankings, and the remaining 49% of the project area overlaps with census tracts in the top 25 percent (25%) of CES rankings, or with AB 1550 low-income tracts, and (2) Planning Grants: Communities in which all census tracts fall within the top 25 percent (25%) of the CES rankings.  Multiple, complex requirements including prevailing wage requirements. See the guidelines for details. | | <http://sgc.ca.gov/programs/tcc/resources/>  <http://sgc.ca.gov/programs/tcc/docs/20191104-TCC_Guidelines_Round_3_Final.pdf> | | | | | | |
| A total of approximately $56.4 million is available for two (2) grant awards of $28,200,000 each.  A total of $600,000 of program funding is available for three (3), $200,000 planning grants in 2020. |
| P, I, NI, SRTS, RT | California Transportation Commission, Active Transportation Program | No | D | No minimum match is required. The See application for more information about leveraging funds.  Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project. | Per the draft guidelines for Cycle 5, the deadline for applications is June 15, 2020. This deadline may change when the final guidelines are released. | The purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking: (1) Infrastructure Projects: Capital improvements that will further the goals of the ATP program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent; (2) Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community, (3) Non-infrastructure (NI) Projects: Education, encouragement, and enforcement activities that further the goals of the ATP. NI projects can be start-up programs or new and/or expanded components of existing programs. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted and (4) Infrastructure projects with non-infrastructure components. | | <https://catc.ca.gov/programs/active-transportation-program> | | | | | | |
| In 2018, Small Infrastructure (Total project cost of $2M or less); Medium Infrastructure (Total project cost from $2M to $7M); Large Infrastructure (Total project cost greater than $7M)  The minimum request for funds is $250,000 except for planning, non-infrastructure projects, safe routes to school and recreational trails. |
| P, I, NI, SRTS, RT | American Association of Retired Persons, Livable Communities Community Challenge | No | D | None indicated | Varies. Applications for 2020 due on April 1. | The AARP Community Challenge provides small grants to fund "quick-action" projects that can help communities become more livable for people of all ages. Applications are accepted for projects to improve housing, transportation, public space, technology ("smart cities"), civic engagement and more.  In transportation, AARP will prioritize projects that deliver a range of transportation and mobility options that increase connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements. | | <https://www.aarp.org/livable-communities/community-challenge/info-2020/2020-challenge.html> | | | | | | |
| Several hundred to tens of thousands of dollars |
| P, RT | International Mountain Biking Association, Trail Accelerator Grants, Community-wide Trails Plans Grants | No | TA | 1:1 | 2019 application period was from September 2nd to October 15th. | Does your entire community or region want to develop mountain biking opportunities? This grant provides a comprehensive assessment of the feasibility of mountain bike trail development across multiple parks and facilities. Includes an assessment of opportunities and constraints and phasing recommendations.  See website to learn about what types of projects are considered. | | <https://www.imba.com/trails-for-all/trail-accelerator-grants> | | | | | | |
| $15,000 to $30,000 Each grant is an award of in-kind professional services from the IMBA Trail Solutions team (and qualified subcontractors), not cash. |
| P, RT | International Mountain Biking Association, Trail Accelerator Grants, Single Site Trail Plan Grants | No | TA | 1:1 | 2019 application period was from September 2nd to October 15th. | Do you have one location where you'd like to offer mountain biking opportunities? This grant provides a detailed site-specific plan for one park or facility, which may include a conceptual layout of one or more individual trails.  See website to learn about what types of projects are considered. | | <https://www.imba.com/trails-for-all/trail-accelerator-grants> | | | | | | |
| $5,000 to $15,000 Each grant is an award of in-kind professional services from the IMBA Trail Solutions team (and qualified subcontractors), not cash. |
| Unspecified |
| P | National Aging and Disability Transportation Center, Various grant programs | No | D | None | See website for future programs and application dates. | Offers various grant programs. | | <http://www.nadtc.org/grants-funding/nadtc-grant-opportunities/current-nadtc-funding-opportunities/> | | | | | | |
| Maximum of $20,000 |
| I, RT | PeopleForBikes, Community Grant Program | No | D | Will not consider grant requests in which the grant program funding would amount to 50% or more of the project budget. | 2 grant cycles per year. Spring cycle typically opens in December with a Letter of Intent submission. Fall cycle typically opens in June with a Letter of Intent submission. In 2019, the Fall cycle is reserved for bike park and pump track projects only. | PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as:   * Bike paths, lanes, trails, and bridges * Mountain bike facilities * Bike parks and pump tracks * BMX facilities * End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage   PeopleForBikes will fund engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. | | <https://peopleforbikes.org/grant-guidelines/>  <https://peopleforbikes.org/apply-now/> | | | | | | |
| Maximum of $10,000 |
| NI, RT | Polaris T.R.A.I.L.S Grant Program | No | D | None indicated. | March 1 and September 1 annually | The T.R.A.I.L.S. program makes funds available to national, state and local organizations in the United States to ensure the future of ATV riding. The grant program encompasses two main objectives - promoting safe and responsible riding and preserving access. Funds can be used by organizations for trail development and maintenance projects, safety and education initiatives, lobbying and other projects to increase and maintain land access. | | <https://www.polaris.com/en-us/trails-application/> | | | | | | |
| Maximum of $10,000 |