Shasta Regional Transportation Agency (SRTA) Grant Tracking Matrix

Last Updated: 8/19/2015

Source Agency	Program Title	Program Focus	Program Status	Information/Links	Other Information	Purpose/ Objective	Entities of interest	Minimum Award Amount	Maximum Award Amount	Local Match Requirement	Grant Application Due
Caltrans	Sustainable Transportation Planning Grants	Strategic Partnerships	OPEN	Caltrans Transportation Grants FY 2016-17	see grant application guide	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	**Metropolitan Planning Organizations (MPO), Regional Transportation Planning Agencies (RTPA)** Sub-applicants: Transit Agencies, Universities and Community Colleges, Native American Tribal Governments, Cities and Counties, Community-Based Organizations, Non-Profit Organizations (501.C.3), Other Public Entities**	$100,000	$500,000	20% minimum (in nonfederal funds or an inkind* contribution). The entire minimum 20% local match may be in the form of an eligible inkind contribution. Additional local funds above the minimum local match are desired.	**Applications due via email by 5PM, Friday, October 30, 2015.**
Caltrans	Sustainable Transportation Planning Grants	Sustainable Communities	OPEN	Caltrans Transportation Grants FY 2016-17	see grant application guide	Funds studies of multimodal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans Mission and overarching objectives.	**Metropolitan Planning Organizations (MPO), Regional Transportation Planning Agencies (RTPA)** Sub-applicants: Transit Agencies, Universities and Community Colleges, Native American Tribal Governments, Cities and Counties, Community-Based Organizations, Non-Profit Organizations (501.C.3), Other Public Entities**	$50,000	$500,000	11.47% minimum (in cash or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an eligible in-kind contribution.	**Applications due via email by 5PM, Friday, October 30, 2015.**
CA Strategic Growth Council	Sustainable Communities Planning Grant and Incentives Program (SCPGI)	**Focus Area #1:** Innovative Incentives for Sustainable Development Implementation **Focus Area #2:** Sustainable Community Planning in Transit Priority Areas **Focus Area #3:** Collaborative Community Planning inPreparation for High-Speed Rail (HSR)	CLOSED	SGC Planning Grants	see grant application guidelines	The principal goal of this grant program is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions (GHGs) in a manner consistent with the State Planning Priorities (see Appendix N, State Planning priorities), AB 32: The California Global Warming Solutions Act of 2006 (see Appendix B, Glossary) and the current Environmental Goals and Policy Report (EGPR).	Per California Public Resources Code section 75127 (See Appendix K), Cities, Counties, Metropolitan Planning Organizations (MPOs), Joint Powers Authorities (JPAs), Regional Transportation Planning Agencies (RTPAs), Councils of Governments (COGs), or combinations thereof are eligible to apply.	$50,000	**$500,000,** **unless the application is a joint proposal, in which case the maximum award is $1 million**	**10%** (at least 5% has to be cash) Waived for EJ set aside	**Applications due by February 28, 2014**
CA Strategic Growth Council	Sustainable Agricultural Lands Conservation Program (SALC)	Sustainable Agricultural Land Strategy Grants	CLOSED	http://www.sgc.ca.gov/s_salcprogram.php	http://www.conservation.ca.gov/dlrp/SALCP/Documents/Sustainable%20Agricultural%20Lands%20Conservation%20Program%20Guidelines_final.pdf	In the initial years of the SALCP, funds will be awarded to support collaborations of local entities that develop a shared vision of agricultural conservation in their communities. Counties, cities, and partners will identify the criteria to evaluate or identify their most important or critically threatened agricultural lands, and strategies that can guide protection of these lands into the future. In conjunction with housing and transportation investments being made in cities, this effort supports a balanced approach to sustainable communities in California.	Counties and/or cities as the lead applicant(s) in collaboration with other partners.		$100,000	10% At least five percent (5%) of the requested grant amount must be a cash match; the balance may be in-kind	**March 20, 2015**
CA Strategic Growth Council	Sustainable Agricultural Lands Conservation Program (SALC)	Agricultural Land Conservation Easement Grants	CLOSED	http://www.sgc.ca.gov/s_salcprogram.php	http://www.conservation.ca.gov/dlrp/SALCP/Documents/Sustainable%20Agricultural%20Lands%20Conservation%20Program%20Guidelines_final.pdf	SALC program component supports the protection and management of CA's agricultural lands. Through planning and permanent protection of farm and ranch lands via agricultural easements, the SALC program will prevent increases in GHG emissions by limiting opportunities for expansive, vehicle dependent forms of development in favor of more focused, compact, and transit oriented development within discrete growth boundaries. Additionally, the SALC program will support in future years,	Per California Public Resources Code §10212, applicants may include cities, counties, nonprofit organizations, RCDs, regional park or open-space districts or regional park or open-space authorities that have the conservation of farmland among their stated purposes, as prescribed by statute, or as expressed in the entity's locally adopted policies.		**Easement grants do not have a maximum dollar figure**	50% compelling applications which include a lesser match may also be considered	**Pre-proposal summaries February 6, 2015** **Complete Application April 1, 2015**
CA Strategic Growth Council	Affordable Housing and Sustainable Communities Program (AHSC)	Transit Oriented Development (TOD) Project Area	CLOSED	http://www.sgc.ca.gov/s_ahscprogram.php	A Transit Oriented Development (TOD) Project Area must demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking by integrating Qualifying High Quality Transit systems and Key Destinations including residential/mixed-uses, with an emphasis on affordable housing development and Disadvantaged Community benefits within a neighborhood, district or corridor.	These projects facilitate the reduction of the emissions of GHGs by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases.	A Locality, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local transportation Commissions, Congestion Management Agencies, Joint Powers Authority (JPA), school district, facilities district, University or Community College District. A Developer or Program Operator	$1 Million	$15 Million		**Concept proposals are due by 5:00 p.m. on February 19, 2015. Invited applicants must submit a complete original full application, plus one copy, to HCD no later than 5:00 p.m. on Wednesday, April 15, 2015.**
CA Strategic Growth Council	Affordable Housing and Sustainable Communities Program (AHSC)	Integrated Connectivity Project (ICP) Project Area	CLOSED	http://www.sgc.ca.gov/s_ahscprogram.php	An Integrated Connectivity Project (ICP) Project Area must demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking Qualifying High Quality Transit, with an emphasis on providing Disadvantaged Community benefits. Project Areas that	These projects facilitate the reduction of the emissions of GHGs by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases.	A Locality, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local transportation Commissions, Congestion Management Agencies, Joint Powers Authority (JPA), school district, facilities district,	$500,000	$8 Million		**Concept proposals are due by 5:00 p.m. on February 19, 2015. Invited applicants must submit a complete original full application, plus one copy, to HCD no later than 5:00 p.m. on Wednesday, April 15, 2015.**
State Controler's Office Caltrans	Low Carbon Transit Operations Program (LCTOP)	Operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility a priority on serving disadvantaged communities (SB535)	CLOSED	http://www.dot.ca.gov/hq/MassTrans/lctop.html	LCTOP is one of several programs funded as part of 2014-15 State of California budget (by Senate Bill 852 and Senate Bill 862) which have a goal of reduced GHG emissions and achievement of other benefits. LCTOP is one program funded by auction proceeds from the CA Air Resource Board's Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. LCTOP will receive $25 million in 2014-15 and 5 percent will be continuously appropriated annually beginning in 2015-16.	Formula funding (uses STA formulas) Senate Bill 862 created the Low Carbon Transit Operations Program and describes program goals and eligible projects. Approved projects will support new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.	Transit agencies Transportation Planning Agencies	**n/a**	**n/a**	n/a	**Two Cyles** **1. February 2, 2015--Project expenditure proposals due** **March 2, 2015--Transit agencies submit notification of intent to apply funds** **2. April 15, 2015--Project expenditure proposals due**
CalSTA	Transit and Intercity Rail Capital Program (TIRCP)	modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases at least 25 percent to disadvantaged communities, consistent (SB535)	CLOSED	http://calsta.ca.gov/res/docs/pdfs/2015/Agency/TIRCP_CallforProjects02092015.pdf	Rail capital projects, intercity and commuter rail projects, rail integraton implementation, bus rapid transit and other bus transit investments	CalSTA intends to fund a small number of transformational projects that improve the statewide transportation network in the first programming cycle. These may include, for example, both lower-cost projects focused on integration, reliability and enhancement of service, and higher-cost capital expansion projects. In addition, CalSTA seeks projects that link key destinations and improve accessibility to economic opportunities.	public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity rail service (and associated feeder bus service), commuter rail, commuter bus service, or bus or rail transit service, that have planning responsibility for future services not under the authority of an existing operator	n/a	No single project shall exceed 33 percent of available funds in any programming cycle.	None Leverage desirable	**April 10, 2015**
Economic Development Agency	Public Works and Economic Development Assistance Programs Opportunity - Fiscal Year 2014 and 2015		Closed	Grants.gov link for Economic Development Assistance Program	see Notice of Funding on the Grants.gov link. Updated November 25, 2013.	To support regional economic development strategies to create jobs, leverage private capital, and encourage economic development.	Economic development corporations, cities, counties, regional agencies, Indian tribes, institutions of higher education and non-profit organizations.	$0	varies	50% (funding will only cover 50% of a project)	**Funding Cycle 3 - Due March 14, 2014. Funding Cycle 4 - Due June 13, 2014. Funding Cycle 1 for FY 2015 - Due October 17, 2014.**
FHWA / Caltrans	Active Transportation Program (ATP)	Disadvantaged Communities Safe Routes to Schools Recreational Trails Technical Assistance Resource Center Active Transportation Plan	Closed	http://www.dot.ca.gov/hq/LocalPrograms/atp/	Many non-motorized programs combined under federal MAP-21 transportation bill and California Governor's office. Estimated total funding for FY 2015/16 = $119.7 million.	• Increase the proportion of trips accomplished by biking and walking. • Increase the safety and mobility of non-motorized users. • Advance the active transportation efforts of regional agencies to achieve GHG reduction goals • Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding. • 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.	See draft guidelines for all eligible applicants: ATP Program Draft Guidelines Weblink	$250,000 minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans.	N/A	Not required	**Applications due by June 1, 2015**
California Natural Resource Agency	Environmental Enhancement and Mitigation Program	Urban Forestry Projects Resource Lands Projects Mitigation Projects Beyond the Scope of the Lead Agency	Closed	EEM Website Link	Projects must contribute to mitigation of the environmental effects of transportation facilities. The Agency prescribes procedures and criteria to evaluate grant proposals and submits a list of proposals recommended for funding to the California Transportation Commission (CTC). The CTC awards grants to projects from the Agency's list.	A. Urban Forestry projects designed to offset vehicular emissions of carbon dioxide. B. Resource Lands projects for the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the rightof-way acquired for transportation improvements. C. Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.	Any state, local, federal or 501(c)(3) non-profit entity	N/A	$500,000 generally $1,000,000 for acquisitions	Not required	**Applications must be postmarked by July 13, 2015**
Housing and Community Development	Housing-related Parks Program	New parks or rehabilitiation/ improvement of existing parks	Closed	Park Program WebLink	Eligibility has several specific criteria, see grant guidelines.	To increase the overall supply of housing affordable to lower income households by providing financial incentives to cities and counties with documented housing starts for newly constructed units affordable to very low or low-income households.	cities and counties	$75,000	See grant guidelines	See grant guidelines	**Application filing data is Thursday, February 5, 2015 by 5PM**
FHWA	Federal Lands Access Program (FLAP)	Improvement of transportation facilities that provide access to, are adjacent to, or are located within Federal lands.	Closed	California FLAP Weblink	The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	provides funds for projects on Federal Lands access transportation facilities that are located on or adjacent to, or that provide access to Federal lands.	State, county, tribal or city government agencies that own or maintain the transportation facility			11.47% non federal match	**April 30, 2013 to FHWA - Central Federal Lands Highway Division (CFLHD)**
DOT/FTA	National Transit Reseach Program	Bus Efficiency Enhancements Research and Demonstrations	Closed	http://www.fta.dot.gov/grants/13077_15541.html	Project budgets must include a line item for an independent third-party project evaluation of the overall effectiveness of the research and demonstration by an organization or individual that has not otherwise participated in the project. Project schedules should reflect completion of the third-party evaluation within two years of the date of award.	FY 2012 FTA National Research Program (Section 5312/5314) funding is to promote the development and demonstration of targeted energy efficiency-enhancing technologies – specifically enhanced Electrification of Accessories and improvements in Thermal Management of Bus Bodies – for buses utilized in public transportation.	State or local governments, providers of public transportation, private or non-profit organizations, education institutions	$0	$3mil	20%; FTA will not approve deferred local share (i.e. toll credits)	**September 20, 2013**
DOT/FTA	FTA 5310	Elderly and Disabled	Closed	http://www.dot.ca.gov/hq/MassTrans/5310.html	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5310/2014/c9070_circular.pdf	The goal of the new 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.	Private non-profit corporations (Traditional and Expanded projects) Public agencies where no private non-profits are readily available to provide the proposed service (Traditional projects) Public agencies that have been approved by the State to coordinate services (Traditional projects) Public agencies (Expanded projects) An Operator of Public Transportation that receives a Section 5310 grant indirectly through a recipient (Expanded projects)				**Application due by February 2, 2015**
FTA	Section 5311	Regional Apportionment to enhance public transportation in rural areas	CLOSED	http://www.dot.ca.gov/hq/MassTrans/5311.html	**includes JARC projects** POP required all FFY 2014 projects must be programmed prior to DMT's grant submittal to FTA Recipients mus have a Title VI plan in place prior (all subrecipients to Caltrans by June 30, 2014)	formula based program that provides funding to states for the purpose of supporting public transportation in rural areas regional apportionment on a population basis	State Agencies, local public bodies and agencies thereof, Indian tribes, private nonprofit organizations, and operators of public transportation services	$0	formula based	44.67 % - Operating Assistance 11.47% - Vehicle Purchase 11.47% - Bus Related Equipment Purchase 11.47% - Transit Facility 11.47% - Preventive Maintenance 11.47% - Planning and Technical assistance 10% - Bicycle Facility	**Applications due by May 8, 2015**
FTA	Section 5311(f)	Intercity Bus Program	Closed	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/2014/2014callforprojects_5311f.pdf		competitive basis for transit projects that develop and support intercity bus transportation in rural areas of the state					**Application due by May 1, 2015**
FTA	Section 5311(f) continued funding	Intercity Bus Program	Closed	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/2014/continued.funding.app_2-11-2014.pdf	This application is for CONTINUED FUNDING for applicants that were awarded Operating projects in FY2013 for the operating period July 1, 2013 through JUNE 30, 2014	competitive basis for transit projects that develop and support intercity bus transportation in rural areas of the state					**Applications due by May 2, 2014**
FTA	Section 5339	Bus and Bus Facilitites	CLOSED	http://www.dot.ca.gov/hq/MassTrans/5339.html	replaces the 5309 program this initial call for 5339 projects, Caltrans DMT, will **not** accept applications to construct bus-facilities	a new formula program that provides funding for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct bus-related facilities	designated recipients and States that operate *or allocate funding to* **fixed-route bus operators** public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income	$0	Each state receives $1.25 mil allocation	15% - vehicle purchase for ADA/CAA 10% - vehicle-related equipment purchase for ADA/CAA 20% - Other Bus or Bus Facility projects required local match must come from non-federal DOT fund sources, such as TDA, Local Measures, or Prop 1B funds. Toll credits can be used.	**Applications due by July 3, 2015**
FTA	Section 5311(j)	Public Transportation on Indian Reservations Program; Tribal Transit Program	Closed	http://www.fta.dot.gov/grants/13077_16229.html	Synopses and full announcement are posted on Grants.gov site as opportunity FTA-2015-002-TPM.	The primary purpose of these competitively selected grants is to support planning, capital, and, in limited circumstances, operating assistance for tribal public transit services. Priority consideration will be given toexpand ladders of opportunity, including enhancing access to work, educational, and other training opportunities, and supporting partnerships that expand access to other governmental, health, medical, education, social, human service, and transportation providers to improve coordinated delivery of services.	Federally-recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the U.S. Department of Interior (DOI), Bureau of Indian Affairs (BIA)	$25,000	$5,000,000	10% There is a 90 percent Federal share for projects selected under the TTP discretionary program, unless the Indian tribe can demonstrate a financial hardship in its application. FTA is interested in the Indian tribe's financial commitment to the proposed project, thus the proposal should include a description of the Indian tribe's financial commitment.	**11:59 p.m. EDT on February 18, 2015** **must be submitted electronically through .GRANTS.GOV**
DOT	TIGER	Transportation Investment Generating Economic Recovery (multi-modal transportation investments to jump start economy)	CLOSED	http://www.dot.gov/tiger	Cycle 7 2015 includes planning application eligibility Rural/Urban split there is usually a significant over-match for successful applicants	last line of funding for applications, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives	local jurisdictions, regional agencies, tribal government, state dot, etc.	Rural - 1 million Urban - 10 million (capital)	Capital - 200 million Planning - 3 million	Rural - None Urban - 20%	**Applications due by 11:59 E.D.T. on June 5, 2015**