Shasta Regional Transportation Agency (SRTA) Grant Tracking Matrix

Last Updated: 2/4/2015

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 Sustainable Communities	**CLOSED**	Caltrans Transportation Grants FY 2015-16	see grant application guide	for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region	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**	**varies**	**$300,000 for Partnership** **$300,000 for SC Transit** **$100,000 for Rural Transit**	20% local match for Partnership 11.47% for either Transit	**Applications due via email by 5PM October 31, 2014.**
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), if available.	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	**Open**	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	**Open**	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, farm-scale conservation management practices that further promote reductions in GHG emissions and increases in soil carbon sequestration.	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	**Open**	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	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**
CA Strategic Growth Council	**Affordable Housing and Sustainable Communities Program** **(AHSC)**	Integrated Connectivity Project (ICP) Project Area	**Open**	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 include Qualifying High Quality Transit are ineligible to apply as an ICP Project Area.	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.	**$500,000**	**$8 Million**		**Concept proposals are due by 5:00 p.m. on February 19, 2015**
Economic Development Agency	**Public Works and Economic Development Assistance Programs Opportunity - Fiscal Year 2014 and 2015**		**Open - Quarterly Applications**	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)**	**Safe Routes to Schools: Non-infrastructure Grants** **Safe Routes to Schools: Infrastructure Grants** **Recreational Trails** **Small Urban & Rural Regions** **Statewide Competition**	**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 2013/14 = $129.5 million.**		**See draft guidelines for all eligible applicants:** ATP Program Draft Guidelines Weblink				**Applications due by May 21, 2014**
California Natural Resource Agency	**Environmental Enhancement and Mitigation Program**	TBD	**Closed**	EEM Website Link	More information to follow Winter/Spring 2014						**Applications due by June**
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.	For the development of new parks or rehabilitation or improvement of existing parks	cities and counties	$75,000	See grant guidelines	See grant guidelines	**Due January 22, 2014**
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	This is the first solicitation for FLAP established under MAP-21.	The goal of the program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Award recipeints will become part of a 5-7 year federal program of up to $130 million in projects	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. Any agency intending to apply should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the submission deadline.**
DOT/FTA	FTA 5310	Elderly and Disabled	**Open**	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	**Open**	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 no deadline (as of 1/26/2015)
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 16, 2014
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 March 15, 2014
FTA	Section 5311(j)	Public Transportation on Indian Reservations Program; Tribal Transit Program	**Open**	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 6 2014 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 2 PM April 28, 2014