

AGENDA

City/County Manager's Technical Advisory Committee

Thursday, February 5, 2026

10:00 AM

LOCATION:

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

TELECONFERENCE LOCATION:

Needles City Administration & Utility Office
817 3rd Street, Needles, CA 92363

Call to Order

Attendance

Public Comment

Brief comments from the general public on any subject within the Committee's jurisdiction and not listed on the agenda. The general public will have an opportunity to comment on each item listed on the agenda once the item is presented.

DISCUSSION ITEMS

Transportation/ Council of Governments

1. Receive the San Bernardino County Transportation Authority/San Bernardino Council of Governments Grant Opportunities and Forecast Tables – Dulce Spencer, SBCOG

Receive information on the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) Grant Opportunities and Forecast Tables. Attached is the SBCTA/SBCOG Grants Opportunity and Forecast Tables. Please note that this will be an informational item that will be included in every City/County Manager's Technical Advisory Committee meeting with an updated Grant table.

Attachment No. 1: Pg. 8

2. San Bernardino County Transportation/San Bernardino Council of Governments Grant Support Program Guidelines - Dulce Spencer, SBCOG

Receive an update on the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Council of Governments (SBCOG) Grant Support Program Guidelines, which outline the process, roles, and scope of grant support provided to SBCTA/SBCOG departments and member agencies. Attached is the Grant Support Program Guidelines.

Attachment No. 1: Pg. 93

Transportation

3. Measure I Ordinance and Expenditure Plan Update – Adam Sonenshein, FM3 Research, and Otis Greer, SBCTA

- A. Receive a presentation on the most recent voter survey conducted in November 2025.
- B. Receive a presentation on the draft Measure I 3.0 Ordinance No. 26-1 and Expenditure Plan.

Attachment No. 1: Pg. 104

Council of Governments

4. San Bernardino County Office of Emergency Services Overview – Crisanta Gonzalez, San Bernardino County Office of Emergency Services

Receive a presentation on the regional preparedness overview in San Bernardino County.

Attachment No. 1: Pg. 121

5. Smart County Master Plan (SCMP) Computer Aided Dispatch-to-Computer Aided Dispatch (CAD) Update – Erika Willhite, SBCOG, and Mike Bell, CONFIRE

Receive an update on the SCMP CAD project. The SCMP is included in the SBCOG 5-Year Work Plan and SBCOG has been working with the consultant team to coordinate with CONFIRE and County of San Bernardino to evaluate the existing Inland Empire Public Safety Operations Platform.

6. Emergency Evacuation Network Resilience (ENN) Study Update – Suzanne Peterson, SBCOG

Receive an update on the ENN Study. The ENN Study evaluates how well the regional transportation system can maximize safety, reliability, and efficiency for evacuation during emergencies like wildfires, earthquakes, and flooding. The study addresses the need for a coordinated, data-driven understanding of evacuation readiness and transportation network resilience, recognizing that many communities rely on a limited number of constrained evacuation routes. A key part of the study was completing regional compliance assessments for 42 local cities in the two counties.

7. San Bernardino Regional Housing Trust (SBRHT) Update – Monique Reza-Arellano, SBCOG

Receive an update on the SBRHT. The SBRHT provides a mechanism to raise and leverage existing funds to support the creation of housing, with a focus on affordable housing. San Bernardino Council of Governments (SBCOG) Board of Directors authorized staff to go through the process of establishing the SBRHT, including the establishment of a new Joint Powers Authority. SBCOG is utilizing Regional Early Action Plan 2.0 funds to establish the SBRHT and will provide an update on the status of the program.

8. San Bernardino Regional Homelessness Strategic Plan (RHSP) Update – Monique Reza-Arellano, SBCOG

Receive an update on the RHSP. The RHSP is included in the San Bernardino Council of Governments (SBCOG) 5-Year Work Plan and SBCOG has been coordinating closely with the County of San Bernardino to establish an inventory of existing resources and strategies for countywide coordination on homelessness. The goal is to create a regional strategy to provide agencies with prioritized programs and targeted approaches to addressing homelessness that can be considered by local jurisdiction decision makers.

Attachment No. 1: Pg. 128

ADJOURNMENT

The next meeting of the City/County Manager's Technical Advisory Committee is scheduled for April 2, 2026.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code Sec. 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and the office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Members of the Board of Directors and any Policy Committee with a disability may participate in any meetings of their respective legislative bodies by remote participation as a reasonable accommodation in accordance with Government Code Sec. 54953(c).

Accesibilidad y asistencia en otros idiomas - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a clerkoftheboard@gosbcta.com. La oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

Los miembros de la Junta Directiva y de cualquier Comité de Políticas que tengan una discapacidad podrán participar en cualquier reunión de sus respectivos órganos legislativos mediante participación remota como una adaptación razonable de conformidad con el artículo 54953(c) del Código de Gobierno.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment from any members of the public who haven't already commented on the item during the meeting.

Public Comment – An opportunity is also provided for members of the public to speak on any subject within the Board's jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See “Public Testimony on an Item” and “Agenda Actions”, above.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

**General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023



**San Bernardino Council of Governments
Grant Opportunities and Forecast
January 14, 2026**

(NEW! is noted for grants added in the past 14 days)

Grant opportunities that may be of interest to SBCOG begin on the next page.

Table 1 includes a list of new grant opportunities since the last grant table.

Table 2 includes open grant opportunities. The “Success Rate” for each opportunity (if known) is indicated in **blue** in the “Notes” column. This is based on the number of applications awarded in relation to the number of applications submitted. The table also includes a link to past grant awards, if available. Additionally, we have included the anticipated level of difficulty to develop each grant proposal. A key is provided below for reference:

Key: Level of Difficulty (LOD)	
Simple	A simple level of difficulty indicates an application that may take 8 hours or less to develop and can likely be accomplished “in-house” with minimal effort/allocation of internal resources.
Medium	A medium level of difficulty indicates an application process that will take a more substantial allocation of internal resources to accomplish and might possibly require outside assistance (20-70 hours to develop application).
Complex	A complex level of difficulty indicates a VERY competitive opportunity, with a small success rate and intensive grant-development and positioning.

TABLE 1
New Grant Opportunities

Deadline	Name of Grant	Grant Number*	Page Number
02/12/26	Legacy Disposal Site Abatement Partial Grant	17	22
02/23/26	Cannabis Tax Fund Grant Programs: Law Enforcement: Small and Mid-Size Law Enforcement Organizations/Agencies	21	26
02/23/26	Cannabis Tax Fund Grant Programs: Law Enforcement: Large-Size Law Enforcement Organizations/Agencies	22	27
02/23/26	Cannabis Tax Fund Grant Programs: Education	23	27
02/26/26	Lead Hazard Reduction Capacity Building Grant	25	30
03/03/26	Environmental Education Grant Program	30	36
03/12/26	Climate Smart Communities Initiative Grant	33	40

*By selecting the Grant Number in Table 1, you will be navigated directly to that grant opportunity in Table 2.

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
1	01/15/26 Airports	Airport Terminal Program. For airport terminal and airport-owned Airport Traffic Control Tower (ATCT) development projects that address the aging infrastructure of our nation's airports. Eligible ATP projects are: <ul style="list-style-type: none"> • Airport terminal development, defined in 49 U.S.C. § 47102(28) as development of an airport passenger terminal building, including: terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; and walkways that lead directly to or from an airport passenger terminal building. Under the ATP, the FAA may consider projects that qualify as “terminal development” (including multimodal terminal development), as that term is defined in 49 U.S.C. § 47102(28); or • On-airport rail access projects as set forth in Passenger Facility Charge (PFC) Update 75-21 (86 FR 48793, Aug. 31, 2021); or • Airport-owned ATCT that includes relocating, reconstructing, repairing, or improving the ATCT; and • Projects justified based on civil aeronautical demand 	U.S. Federal Aviation Administration	Federal	No maximum; minimum request is \$25,000	Hub size Large and medium hubs: 20% Small, non-hub, non-primary: 5%	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
2	01/16/25 Full application <u>11/05/25</u> Notice of Intent <u>12/03/25</u> Pre-application Economic Development Workforce Development	California Regional Investment Initiative – Implementation Round 2. Implementation Phase is designed as a two-phase competition to (1) select regional coalitions and their project clusters that advance sector growth in one or more regions and (2) invest in highly competitive individual projects from within the cluster. Interested applicants should form regional/cross-regional coalitions, in coordination with private sector and other partners, that share a common vision for how Implementation funds could begin to scale growth of the identified sector in the region(s). Together the regional coalition will identify project clusters to propose for funding. Eligible Projects: All proposed projects within the cluster must be identified as ready-to-go and able to be completed within the 24-month period of performance (POP). Projects must have completed feasibility and environmental studies and have received permits, if relevant. Project clusters must include two or more of the following project categories: <ul style="list-style-type: none"> • <i>Ecosystem Support:</i> Projects that address cross-cutting gaps in a sector ecosystem (e.g., support for backbone organizations, capital and technical assistance to support new and expanding businesses, targeted 	California Jobs First Council	State	Minimum: \$500,000 No maximum	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>investment into market-relevant research and development or supply chain advancements).</p> <ul style="list-style-type: none"> • <i>Infrastructure</i>: Projects that invest in targeted infrastructure or real estate development to support sector specific activities. • <i>Workforce Development</i>: Projects that support workforce training and/or supportive services that advance critical skills for prevalent occupations for the sector. • <i>Additional Anchors</i>: Projects that invest in an “Anchor” activity (as defined in the state Economic Blueprint) that has been identified by employers and/or workers as a critical barrier to the creation of and access to good-paying jobs in the tradable sector identified by the regional coalition. 					

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
3	01/20/26 Housing	<p>Regional Early Action Planning (REAP) 2.0 Lasting Affordability Program. To support established housing trust funds and catalyst funds with innovative, ready-to-launch financing programs.</p> <p>Program requirements:</p> <ul style="list-style-type: none"> • Funding can be used to support transformative Affordable Housing lending programs (trust funds, catalyst funds) that the applicant has demonstrated can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales prices that include a portion of housing for households at or below the area median income in infill areas. Eligible lending programs may include, but are not limited to, any of the following: <ul style="list-style-type: none"> ○ Predevelopment funding preparing housing projects for development; ○ Acquisition of existing residential buildings for preservation and conversion to Affordable Housing; ○ Funding to construct a housing project in line with the program objectives; 	<p>Southern California Association of Governments (SCAG)</p>	<p>State</p>	<p>\$5 million</p>	<p>Points awarded for partnerships or financial match</p>	<p>Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> ○ Bridge and gap funding for stalled Affordable Housing projects; ○ Maintenance and preservation that prevents a loss of Affordable Housing; and ○ Leverage to secure additional funding for Affordable Housing. ● Projects must reduce Vehicle Miles Traveled. 					

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
4	01/21/26 Literacy	<p>California Library Literacy Services (CLLS). To implement adult literacy programs.</p> <p>Learning can be provided in the following formats:</p> <ul style="list-style-type: none"> • One-to-one tutoring • Small group classes (2-8 learners) • Large classes (9+ learners) • Walk-in or computer lab time <p>Adult Literacy Services: Adults who are eligible to receive adult literacy services:</p> <ul style="list-style-type: none"> • Are 16 years or older and not concurrently enrolled in high school or another degree granting program or college-degree program; • Seek literacy services for themselves in English and can do the intake interview in English; • Are willing to be assessed and complete an intake interview and assessment that includes reading and writing skills; • Have established one or more personal learning goals related to reading and/or writing; • Spend a large proportion of their tutoring or instructional time working on improving reading skills and/or writing skills; and • Have attended at least two tutoring sessions in the current program period 	California State Library	State	\$25,000 to \$75,000	Not stated	Website Link to Prior Awards: Not available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
5	01/28/26 Brownfields	Brownfields Multipurpose Grant. For communities that have identified, through community engagement efforts, a discrete area (such as a neighborhood, neighboring towns, a district, a corridor, a shared planning area, or a census tract) with one or more brownfield sites. Eligible activities: <ul style="list-style-type: none"> • Developing inventories of brownfield sites; • Prioritizing sites; • Conducting community involvement activities; • Conducting environmental site assessments; • Developing cleanup plans and reuse plans related to brownfield sites; • Conducting cleanup activities on brownfield sites owned by the applicant; and • Developing an overall plan for revitalization. 	U.S. Environmental Protection Agency	Federal	\$1 million	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
6	01/28/26 Brownfields	<p>Brownfields Assessment Grant: Coalition. For developing inventories of brownfield sites, prioritizing sites, conducting community involvement activities, conducting planning, conducting site assessments, developing site-specific cleanup plans, and developing reuse plans related to brownfield sites. A portion of the Assessment Grant funding must be used to conduct site assessments.</p> <p>There must be one “lead” eligible entity who partners with two to four eligible entities that do not have the capacity to apply for and manage their own Environmental Protection Agency (EPA) cooperative agreement and otherwise would not have access to Brownfields Grant resources.</p> <p>The project period is four years.</p>	U.S. Environmental Protection Agency	Federal	<p>\$1.5 million</p> <p>The cost of assessment activities carried out at each approved, eligible site may not exceed \$200,000 per site.</p>	Not required	<p>Website</p> <p>Link to Prior Awards: Link</p> <p>Success Rate: Not Available</p> <p>LOD: Medium to Complex</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
7	01/28/26 Brownfields	Brownfield Community-Wide Assessment Grant. For developing inventories of brownfield sites, prioritizing sites, conducting community involvement activities, conducting planning, conducting site assessments, developing site-specific cleanup plans, and developing reuse plans related to brownfield sites. A portion of the Assessment Grant funding must be used to conduct site assessments. Assessment Grant funds may not be used to conduct cleanup activities.	U.S. Environmental Protection Agency	Federal	\$500,000 The cost of assessment activities carried out at each approved, eligible site may not exceed \$200,000 per site.	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex
8	01/28/26 Brownfields	Brownfields Cleanup Grant. To prevent, inventory, assess, clean up, and reuse brownfield sites. Community notification - The applicant must provide the community with notice (at least 14 days prior to the day of grant submission) of its intent to apply for an EPA Brownfields Cleanup Grant and allow the community an opportunity to comment on the draft application. A community notification advertisement (or equivalent) and public meeting are required.	U.S. Environmental Protection Agency	Federal	10 Cleanup Grants for up to \$500,000 26 Cleanup Grants for projects that are between \$500,001 and \$4,000,000	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
9	First-come, first-served 01/29/26 EV Charging Infrastructure	CALEVIP Fast Charge California Project 1 (FCCP). For the installation of four to 20 (required) ports high-power DC fast chargers at publicly accessible sites across California. Ready-to-build (Tier 1) projects only. <ul style="list-style-type: none"> • DC Fast Charger (DCFC): A device that provides direct current to support charging at high power with inputs of 480+ volts and output power ranges of 20 kW to over 350 kW. • Ready to Build: Applications are required to provide both: <ol style="list-style-type: none"> 1. An Issued Permit for the Proposed Installation. 2. A Final Utility Service Design for the Proposed Installation or an official letter stating that no new or upgraded service is necessary for the Proposed Installation. 	California Energy Commission	State	150kW-274.99 kW output: \$55,000 per charging port 275kW+ output: \$100,000 per charging port	DCFC incentives up to 100% of a project's total approved costs, capped at \$100,000 per charging port	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
10	UPDATED: 01/30/26 extended from 12/16/25 deadline extended from 11/28/25 Charging Infrastructure	Charging Infrastructure Deployment Incentive Program. Rebate-based incentives to offset the cost of eligible charging equipment that directly supports Class 4 to 8 medium heavy duty (MHD) and heavy duty (HHD) goods movement vehicles. Funding is available for Direct Current Fast Chargers (DCFC) equipment where each connector must support a power output of at least 250 kW.	South Coast Air Quality Management District	State	The funding amount is determined based on the output of the charging system of the stations. Each charging location can receive up to \$700 per kilowatt (kW) installed charging capacity for equipment rebates or the total eligible cost of the project, whichever is lower.	Not required	Website Link to Prior Awards: Not available Success Rate: Not available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
11	01/30/26 Recreational Opportunity	<p>Explore the Coast (ETC) Grant Program. For programs that facilitate and enhance the public's opportunities to explore California's spectacular coast and San Francisco Bay shoreline.</p> <p>Priorities:</p> <ul style="list-style-type: none"> • Providing an enjoyable and/or healing experience at the coast. • Reducing economic, physical, operational, or societal barriers to accessing or enjoying the coast. • Projects may also achieve secondary goals, such as inspiring coastal stewardship, promoting community leadership, and providing lasting positive impact. <p>Examples of eligible projects:</p> <ul style="list-style-type: none"> • Connecting low-income youth to the coastline through a series of expeditions including hiking the Coastal Trail, visiting tidepools, kayaking in the sea, camping near the beach, and birdwatching. • Serving adults with developmental disabilities by implementing a weeklong summer day camp at the coast with activities such as yoga, sandcastle building, and whale watching. • Providing tribal youth and families with camping trips in their ancestral lands to 	California Coastal Conservancy	State	\$100,000	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>participate in fishing, tide pooling, edible kelp gathering, beach exploration, and cooking.</p> <ul style="list-style-type: none"> • Taking low-income children and their families from inland communities to Catalina Island for an overnight camping excursion. • Taking students on a coastal field trip to participate in a community science project on restoring coastal habitat. • Hosting a surf camp for children who are survivors of abuse, providing a safe space for joyful coastal experiences and mentorship, and providing surf-camp leadership opportunities to teens who graduated from the program. • Projects with minimal non-coastal pre-trip activities (e.g., a safety briefing or exercise before recreating at the coast). All non-coastal activities must occur prior to a coastal trip and directly relate to a coastal trip. 					

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
12	01/31/26 Traffic Safety	<p>OTS Grant Program. To prevent serious injury and death resulting from motor vehicle crashes. Two types of grants are available - General and Grants Made Easy (GME). Applicant determines which type to use based on the problem to be addressed. Problem identification should be determined through analysis of local crash data, as well as data from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) and the OTS rankings for CA cities and counties.</p> <ul style="list-style-type: none"> • GME includes pre-determined goals, objectives and activities by focus area. • Agencies should apply for a General Grant if it is seeking funding to address traffic safety problems other than what are listed on a GME. <p>Priorities:</p> <ul style="list-style-type: none"> • Alcohol-Impaired Driving • Distracted Driving • Drug-Impaired Driving • Emergency Medical Services • Motorcycle Safety • Occupant Protection • Pedestrian Safety/Bicycle Safety • Police Traffic Services • Communications and Public affairs • Roadway Safety and Traffic Records 	California Office of Traffic Safety (OTS)	State	None	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
13	MWD is forecasting that funding will be exhausted by 01/31/26 Turf Replacement	<p>Public Agency and Turf Replacement and Project Assistance Program. Provides an incentive and project assistance to encourage public agencies to remove non-essential turf on public property.</p> <p>Every turf replacement project must include:</p> <ul style="list-style-type: none"> • 3 plants per 100 square feet of area transformed • A stormwater retention feature • No hardscape within the transformed area, except permeable hardscape • Replacement or modification of overhead spray sprinklers • Additional requirements can be found in the program Terms and Conditions <p>Must be a MODOC Member: Website</p>	Metropolitan Water District of Southern California	Regional	<p>\$7.00 per square foot with a maximum of 200,000 square feet per water meter per year</p> <p>This reimbursement rate will be reduced after 02/28/26.</p>	Not required	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Simple to Medium</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
14	02/02/26 Boating	Boat Launching Facilities. Applications are accepted for: <ul style="list-style-type: none"> • Boat Launching Facility (Motorized and Non-motorized): To fund facilities such as boat launching ramps, boarding floats, and associated parking areas, restrooms, and lighting for motorized and non-motorized boaters. • Ramp Repair and Modification: To restore recreational boating access; address issues or conditions at boat launching facilities caused by unexpected events and that may not be covered by an agency's insurance such as storms, floods, droughts, forest fires, or water drawdowns resulting from dam repairs, dam seismic safety concerns, or water releases to protect fish habitat, etc. These projects must have previously been improved using DBW funding. 	California Division of Boating and Waterways	State	Motorized: \$300,000 to \$6 million Non-motorized: \$100,000 to \$1 million Ramp Repairs and Modification: \$10,000 to \$1 million	Not required	Website Link to Prior Awards: Link Success Rate: Not available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
15	02/06/26 extended from 01/07/26 Transportation	Federal-State Partnership for Intercity Passenger Rail Program. For capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service, if an eligible applicant is involved. Eligible projects: <ul style="list-style-type: none"> • A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair. • A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary. • A project to expand or establish new intercity passenger rail service. • A group of related projects as described above. • The planning, environmental review, and final design of an eligible project or group of projects described above. 	U.S. Department of Transportation	Federal	There are no minimum or maximum funding requirements	25%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		Eligible applicants: <ul style="list-style-type: none"> • A State (including the District of Columbia) • A group of States • An Interstate Compact • A public agency or publicly chartered authority established by one or more States • A political subdivision of a State • Amtrak, acting on its own behalf or under a cooperative agreement with one or more States • Any combination of the entities described above 					

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
16	02/10/26 Transportation Planning	<p>Community Planning and Capacity Building Grants. For planning projects advance clean, shared, and active transportation solutions particularly for low-income, disadvantaged, and Tribal communities.</p> <p>Eligible projects: Planning grants can support a variety of activities, such as:</p> <ul style="list-style-type: none"> • Conducting community transportation needs assessments • Planning clean mobility options or safer streets • Engaging people most impacted to shape local transportation decisions • Developing local workforce training tied to transportation projects • Building partnerships and shared visions across community groups 	California Air Resources Board	State	\$500,000	Not required	Website Link to Prior Awards: Not available Success Rate: Not available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
17	02/12/26 Landfills	<p>NEW: CalRecycle Legacy Disposal Site Abatement Partial Grant. For cleanup of solid waste sites and solid waste co-disposal sites where the responsible party either cannot be identified or is unwilling or unable to pay for timely remediation and where cleanup is needed to protect public health and safety and/or the environment.</p> <p>Eligible costs are limited to the following:</p> <ul style="list-style-type: none"> • Waste removal and disposal. • Security measures such as fences, barriers, and warning signs and other measures to prevent recurring illegal dumping at the remediated sites. These Prevention measures and staff time are limited to no more than 25 percent of the overall grant amount. These measures can include public information materials. • Site grading and drainage controls to minimize erosion. • Slope and foundation stabilization. • Excavation, consolidation, and capping of waste areas. • Installation of landfill gas and leachate control systems. • Field and laboratory testing. • Health and safety measures required for eligible project work. 	California Department of Resources Recycling and Recovery (CalRecycle)	State	\$750,000	Not required	<p>Website</p> <p>Link to Prior Awards: Link</p> <p>Success Rate: Not available</p> <p>LOD: Medium</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
18	02/12/26 Substance Abuse Prevention	<p>Drug Free Communities (New Applicants Only). To support community coalitions that work to prevent and reduce substance use among youth. The program has two goals:</p> <ul style="list-style-type: none"> • Establish and strengthen collaboration among community stakeholders and organizations to address youth substance use. • Reduce substance use among youth and, over time, reduce substance use among adults by addressing the factors in a community that increase the risk of substance use. <p>The coalition must consist of one or more representatives from each of the following required 12 sectors:</p> <ol style="list-style-type: none"> 1. Youth (18 years or younger) 2. Parent 3. Business 4. Media 5. School 6. Youth-serving organization 7. Religious/Fraterna organization 8. Law Enforcement 9. Civic/Volunteer groups 10. Healthcare professional 11. State, local, or tribal governmental agency with expertise in substance abuse field 12. Other organization involved in reducing substance abuse 	U.S. Centers for Disease Control and Prevention (CDC)	Federal	\$125,000 per year for up to five years	6 years of funding: 100% 7-8 years of funding: 125% 9-10 years of funding: 150%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
19	Round 1: 02/12/26 Grants.gov 02/25/26 Applicant Portal Round 2: 07/09/26 Grants.gov 07/21/26 Applicant Portal Arts	Grants for Art Projects. To support a range of arts activities to enable Americans throughout the nation to experience the arts, foster and celebrate America's artistic heritage and cultural legacy, and benefit from arts education at all stages of life. Eligible disciplines are: <ul style="list-style-type: none">• Arts Education• Challenge America• Dance• Design and Our Town• Folk & Traditional Arts• Literary Arts:<ul style="list-style-type: none">• Literary Publishing• Public Engagement/Professional Development• Local Arts Agencies• Museums• Music• Opera• Presenting & Multidisciplinary Works• Theater and Musical Theater• Visual Arts and Media Arts <p>Note: NEA strongly encourages applications for arts projects that focus on one or more agency funding priorities.</p>	National Endowment for the Arts	Federal	\$10,000 to \$100,000 Challenge America applicant may only request \$10,000 Local arts agencies may request \$30,000 to \$150,000 for Subgranting projects	1:1	Website Link to Prior Awards: Link Success Rate: Not available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
20	02/13/26 Small Storage Feasibility Study 04/17/26 Full Application Water Storage	Small Surface Water and Groundwater Storage Grant (Small Storage). To request funding for planning, design, and construction of small surface water and groundwater storage projects between 200 and 30,000 acre-feet that will increase water storage or move water to or from a storage project. To be eligible, proposals must: <ul style="list-style-type: none"> • Have water storage capacity between 200 acre-feet and 30,000 acre-feet; • Increase yield to identified beneficiaries; • Increase surface water or groundwater storage, or convey water to or from surface water or groundwater storage; and • The small storage feasibility study must be found by Reclamation to meet the requirements of CMP TRMR-127 prior to initiation of the Merit Review. 	U.S. Bureau of Reclamation	Federal	\$30 million	75%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
21	02/23/26 Law Enforcement	<p>NEW: Cannabis Tax Fund Grant Programs: Law Enforcement: Small and Mid-Size Law Enforcement Organizations/Agencies. For training, education, prevention, and/or the enforcement of traffic laws related to driving under the influence of alcohol and other drugs, including cannabis and cannabis products.</p> <p>Eligible Applicant: Small (100 employees or less) and Mid-Size (500 employees or less) Law Enforcement Organizations, with the primary function of enforcing traffic laws, which include responding to calls, making arrests, and issuing citations, pursuant to the California Penal Code, California Vehicle Code, and California Health and Safety Code.</p>	California Highway Patrol	State	\$500,000	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
22	02/23/26 Law Enforcement	<p>NEW: Cannabis Tax Fund Grant Programs: Law Enforcement: Large-Size Law Enforcement Organizations/Agencies. For training, education, prevention, and/or the enforcement of traffic laws related to driving under the influence of alcohol and other drugs, including cannabis and cannabis products.</p> <p>Eligible Applicant: Law Enforcement Organizations/Agencies (more than 500 employees), with the primary function of enforcing traffic laws, which includes responding to calls, making arrests, and issuing citations, pursuant to the California Penal Code, California Vehicle Code, and California Health and Safety Code.</p>	California Highway Patrol	State	\$1 million	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium
23	02/23/26 Law Enforcement	<p>NEW: Cannabis Tax Fund Grant Programs: Education. For projects that focus on local community-based activities that shift public perspectives and expand the number of activities utilized to help mitigate alcohol and drug-impaired driving. Projects should showcase unique approaches that educate local communities on impaired driving laws, while highlighting the dangers of driving under the influence of alcohol and/or drugs.</p> <p>Eligible Applicants: Local Government, Law Enforcement, and Pass-Through Entity for Qualified Nonprofit</p>	California Highway Patrol	State	\$500,000	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes	
24	02/24/26	<p>Better Utilizing Investments to Leverage Development (BUILD) Grant Program. To fund projects that will have a significant local or regional impact and improve transportation infrastructure. For planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.</p> <p>Eligible project types:</p> <ol style="list-style-type: none"> 1. Highway, bridge or other road projects eligible under title 23, United States Code; 2. Public transportation projects eligible under Chapter 53 of title 49, United States Code; 3. Passenger and freight rail transportation projects; 4. Port infrastructure investments; 5. The surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, US Code; 6. Intermodal projects whose components are otherwise an eligible project type; 7. A project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the 	<p>U.S. Department of Transportation</p>	<p>Federal</p>	<p>\$25 million</p> <p>Minimum: \$1 million for rural capital projects</p> <p>Minimum: \$5 million for urban capital projects</p> <p>Planning projects do not have a minimum award size</p> <p>Not more than 50% to rural projects and not more than 50% to urban projects</p> <p>Not more than \$225 million to a single State</p> <p>At least \$75 million set aside for eligible planning projects</p>	<p>20%</p> <p>No match required for projects in rural communities, a historically disadvantaged community, or an area of persistent poverty</p>	<p>Website</p> <p>Link to Prior Awards: LINK</p> <p>Success Rate: Approximately 14%</p> <p>LOD: Complex</p>	

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		BUILD program; 8. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and 9. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program. 10. Applications that include right-of-way acquisition.			At least \$15 million set aside for projects located in areas of persistent poverty or historically disadvantaged communities		

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
25	02/26/26 Lead Hazard	<p>NEW: Lead Hazard Reduction Capacity Building Grant. To support the development or restoration of the infrastructure needed to conduct comprehensive lead-based paint hazard identification and control activities in eligible privately owned rental or owner-occupied housing.</p> <p>Capacity-building activities may include:</p> <ul style="list-style-type: none"> • Assessing childhood lead poisoning prevalence; • Integrating lead-safe work practices into housing activities; • Establishing program intake and procedures; • Hiring qualified staff; • Strengthening coordination between housing and health agencies; • Building partnerships with community organizations; • Aligning lead hazard control with existing housing programs; • Improving data systems for targeting high-risk homes; and • Creating sustainable systems to support long-term lead hazard control efforts. 	U.S. Department of Housing and Urban Development	Federal	<p>Minimum: \$1 million</p> <p>Maximum: \$2.5 million</p>	10%	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Medium to Complex</p>

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
26	02/26/26 EV Charging Infrastructure	<p>EnergIIIZE Megawatt Charging System (MCS). For Megawatt Charging Systems (SAE J3271), that serve medium- and heavy-duty (MDHD) zero emission commercial vehicles and serve drayage operations.</p> <p>If one of the following criteria apply to the Applicant Team, they are eligible for participation during this funding window:</p> <ol style="list-style-type: none"> 1. The project may be private, shared, or public access and must serve drayage operations. 2. Charging as a Service (CaaS) models are eligible for funding if the infrastructure being installed uses the Megawatt Charging System (SAE J3271) and serves drayage operations. <p>Examples of eligible costs:</p> <p><u>EV Equipment</u></p> <ul style="list-style-type: none"> o Electric vehicle supply equipment (EVSE) that supports Megawatt Charging System (SAE J3271) o Transformers o Switchgear, meter mains, and circuit breaker panels o Cables/wires o Conduit o Charger accessories 	California Energy Commission and CALSTART	State	<p>\$450,000 per charging port</p> <p>\$2.5 million per project</p> <p>EnergIIIZE eligible costs must include at least one new EV charger port per conditional award</p>	Not required	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Medium to Complex</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> ○ Utility service upgrades (e.g., amperage upgrades to infrastructure site) <p><u>Software</u></p> <ul style="list-style-type: none"> ○ One-time network costs: Networked or "SMART" EVSEs are required ○ EnergIIZEprovides incentives for the required initial network costs ○ Fleet management software ○ Demand management software ○ Monthly service fees are not eligible for incentives through EnergIIZE <p><u>Maintenance</u></p> <ul style="list-style-type: none"> ○ One-time maintenance plan costs for eligible EVSE for the duration of the EnergIIZE operational period ○ Warranty ○ One-time warranty costs for eligible EVSE for the duration of the EnergIIZE operational period 					

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
27	02/28/26 Ports	Port Infrastructure Development Program. For the purpose of improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Projects shall be located either within the boundary of a port, or outside the boundary of a port and directly related to port operations or to an intermodal connection to a port. Grants may be made for capital projects that will be used to improve the safety, efficiency, or reliability of: <ul style="list-style-type: none"> • The loading and unloading of goods at the port; • The movement of goods into, out of, around, or within a port; • Operational improvement at a port; or • Infrastructure that supports seafood and seafood-related businesses 	U.S. Department of Transportation	Federal	<u>Capital Projects:</u> No more than \$11.25 million per award to small project at small port No more than 25% or \$112.5 million to a single state <u>Planning Projects:</u> No more than 10% of funding reserved for small projects at small ports and no more than 10% of funding available to large project	20%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
28	02/28/26 CY 2022 allocation 02/28/27 CY 2023 allocation Housing	Permanent Local Housing Allocation. For housing-related projects and programs that assist in addressing the unmet housing needs of their local communities.	California Department of Housing and Community Development (HCD)	State	Refer to Appendix A for allocations (pages 10-15 of the guidelines)	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
29	03/02/26 Youth Workforce Development	<p>YouthBuild. To provide education, occupational training, and leadership development activities for disadvantaged and low-income youth: individuals between the ages of 16 and 24, most who did not complete high school and face other barriers to employment.</p> <ul style="list-style-type: none"> Category A: Organizations that have previously received and completed a YouthBuild grant award from DOL Category B: Other qualifying organizations <p>Entities that received funding from the FY 2024 YouthBuild competition [FOA-ETA-24-53] are ineligible to apply to this FOA.</p> <p>Participants spend at least 50% of program time receiving education services that may lead to either a high school diploma or its State-recognized equivalent. They spend at least 40% of program time engaged in workforce and skills development activities. All YouthBuild programs must train participants in construction while they build or significantly renovate at least one unit of housing for homeless individuals or low-income families, or transitional housing for homeless individuals. Participants spend up to 10% of program time engaged in leadership development and community service activities.</p>	U.S. Department of Labor	Federal	Category A: \$1 million to \$2 million Category B: \$1 million to \$1.5 million	25%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
30	03/03/26 Environmental Education	<p>NEW: Environmental Education Grant Program. Funds projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques that increase public awareness and knowledge about local environmental issues and provides participants in its programs with the skills necessary to make informed decisions and to take responsible actions toward the environment.</p> <p>Applicants are encouraged to consider the following types of activities in their proposed projects:</p> <ul style="list-style-type: none"> • Designing and implementing hands-on environmental educational programs that introduce students, educators, and community members to the responsible use of AI for addressing local water quality and/or quantity issues. • Developing and applying AI models to identify pollution sources, forecast flooding or drought risks, or monitor water usage patterns in local watersheds. • Conducting training workshops for students, teachers, farmers, and community members on how AI can support aquatic ecosystem restoration, nutrient management, and water conservation. 	U.S. Environmental Protection Agency	Federal	\$200,000 to \$250,000	25%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> Creating and piloting curriculum modules for targeted grades that integrate AI applications into water quality and/or quantity education. Organizing community engagement activities such as waterway clean-up events, participatory science projects, and school-based water conservation campaigns informed by AI data analysis. Facilitating collaboration among schools, farmers, community groups, and local agencies to apply AI insights in planning for water challenges such as stormwater management, nutrient runoff reduction, or drought preparedness. 					

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For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
31	Ongoing (Readiness Path and Implementation Path) 03/03/26 (Industry Transformation Path) Economic Development	FY 2025 Disaster Supplemental Funding. To help communities and regions devise and implement long-term economic recovery strategies through a variety of non-construction and construction projects in areas where a Presidential declaration of a major disaster was issued in 2023 and 2024. Three funding pathways: <ul style="list-style-type: none"> • Readiness Path – Capacity building and strategic planning projects that set the stage for future investment. • Implementation Path – Standalone construction and non-construction projects that help communities recover from natural disasters and advance recovery and growth. • Industry Transformation Path – Coalition-led, multi-project portfolios that transform regional economies through targeted industry development. Location requirement: Projects must be located in, primarily serve, or demonstrably benefit one or more communities in areas that received a major disaster designation occurring in calendar years 2023 and 2024. Check eligibility here: https://www.fema.gov/disaster/declarations	U.S. Economic Development Administration (EDA)	Federal	Readiness Path: \$250,000 to \$500,000 Implementation Path: Construction Projects: \$2 million to \$20 million Non-constructions Projects: \$100,000 to \$5 million Industry Transformation Path: \$20 million to \$50 million	20%, which may be waived for Tribal and severely stressed applicants	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
32	03/09/26 Housing	<p>Choice Neighborhoods Implementation Grant. To support the redevelopment of the target housing project, supportive services for residents of the target housing project, and physical improvements in the surrounding neighborhood. Successful applicants will use these funds to carry out a comprehensive neighborhood revitalization strategy, or “Transformation Plan,” which they’ve already developed through a Planning Grant. The program has three main goals:</p> <ol style="list-style-type: none"> 1. Housing: Redevlop severely distressed public housing into good quality, mixed-income housing that meets residents' needs and helps revitalize the community. 2. People: Help residents in the Target Housing improve their lives through upward mobility, employment, and self-sufficiency. 3. Neighborhood: Revitalize distressed neighborhoods by attrewacting long-term reinvestment from private and other public sources, leading to economic development, better amenities, services, and job opportunities for residents. <p>Eligible applicants: Only local governments and public housing agencies that previously received a Choice Neighborhood Planning Grant</p>	U.S. Department of Housing and Urban Development	Federal	Calculated development cost or \$26 million, whichever is less	5%	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
33	03/12/26 Climate Smart Communities	<p>NEW: Climate Smart Communities Initiative. To advance community-based climate resilience in communities or regions that are highly vulnerable to the impacts of climate change. CSCI grants strengthen this work by funding the time and capacity of adaptation practitioners who help local stakeholders transform their climate resilience visions and goals into concrete, actionable plans and projects.</p> <p>Eligible expenses and resources include:</p> <ul style="list-style-type: none"> • Complete a climate vulnerability and sensitivity analysis • Facilitation of planning processes • Community engagement • Resilience project prioritization • Obtaining financing for the implementation of planned climate resilience efforts <p>Eligible applicants: The adaptation practitioner will be the recipient of the award (with funds passed through to partners as needed and determined by the scope of the work proposed) and will take on the grant administration responsibilities throughout the grant period.</p> <ul style="list-style-type: none"> • An Adaptation Practitioner is an expert who supports communities, organizations, agencies, or other entities in their efforts to prepare for and 	Climate Smart Communities Initiative (CSCI)	Private	\$75,000 to \$115,000	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>respond to current and future climate-related hazards whose firm or organization has been accepted in the <u>Registry</u> of Adaptation Practitioners.</p> <ul style="list-style-type: none"> • Partners: CSCI grants support climate resilience-building efforts that include three types of partners: 1) Adaptation practitioner, 2) Community-based organization, 3) U.S. local or regional government. <p>Communities must have a population of 300,000 or less unless the project is regional in focus which can include a community population of up to 500,000. If a community crosses state lines and meets the population size criteria, that is acceptable.</p>					

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
34	<p>UPDATED: 03/20/26 extended from 01/16/26</p> <p>Alternative Fuel Infrastructure</p>	<p>Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty On-Road Zero-Emission Vehicles. For projects that fund the deployment of depot charging and hydrogen refueling infrastructure for medium- and heavy-duty (MDHD) on-road zero-emission vehicles (ZEVs). All proposed projects must include the installation of new electric vehicle (EV) charging or hydrogen refueling infrastructure for MDHD on-road ZEVs.</p> <p>Applicants may apply for charging infrastructure for MDHD on-road battery electric vehicles (BEVs) and hydrogen refueling infrastructure for MDHD on-road fuel cell electric vehicles (FCEVs), but only the primary infrastructure is eligible for grant funding; the other infrastructure can be included as match.</p>	California Energy Commission	State	<p>\$2 million to \$4 million</p> <p>60-149 kW EV Charging Port: \$75,000 per port</p> <p>150-749 kW EV Charging Port: \$250,000 per port</p> <p>750+ kW EV Charging Port: \$500,000 per port</p> <p>MDHD Hydrogen Refueling Position: \$2 million per refueling position</p> <p>On-site solar/storage equipment funds per port may not exceed 50% of CEC grant funds per port</p>	25%	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Complex</p>

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
35	03/31/26 Housing	Prohousing Incentive Program, Round 4. For planning or implementation activities related to housing and community development including: <ul style="list-style-type: none"> Predevelopment, development, acquisition, rehabilitation, and preservation of multifamily, residential live-work, rental housing that is affordable to extremely low-, very low-, low-, and moderate- income households, including necessary operating subsidies. Affordable rental and ownership housing that meets the needs of a growing workforce earning up to 120 percent of area median income, or 150 percent of area median income in high-cost areas. Matching portions of funds placed into local or regional housing trust funds. Matching portions of funds available through the Low- and Moderate-Income Housing Asset Fund pursuant to subdivision (d) of Section 34176 of the Health and Safety Code. Capitalized reserves for services connected to the creation of new permanent supportive housing, including, but not limited to, developments funded through the Veterans Housing and Homelessness Prevention Bond Act of 2014. 	California Housing and Community Development Department (HCD)	State	Population 750,000 or greater: \$1.5 million Population 300,000 to 749,999: \$1 million Population 100,000 to 299,999: \$750,000 Population 50,000 to 99,999: \$500,000 Population 20,000 to 49,999: \$250,000 Population less than 20,000: \$150,000 In addition, applicants may receive a bonus award up to \$500,000	Not required	Website Link to Prior Awards: Links Success Rate: Not Available LOD: Medium to Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> • Assisting persons who are experiencing or at risk of homelessness, including providing rapid rehousing, rental assistance, navigation centers, emergency shelters, and the new construction, rehabilitation, and preservation of permanent and transitional housing. • Accessibility modifications. • Efforts to acquire and rehabilitate foreclosed or vacant homes. • Homeownership opportunities, including, but not limited to, down payment assistance. • Fiscal incentives or matching funds to local agencies that approve new housing for extremely low, very low, low-, and moderate- income households. <p>Note: Prohousing Designation must be approved by the application due date in order to be eligible.</p>			Eligible Applicants in partnerships with other cities or counties, as allowed by Section 201(C) of the Guidelines, may qualify for up to the sum of individual Eligible Applicant base award amounts.		

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
36	04/02/26 07/09/26 Fire	Firehouse Sub Grant. To support first responders and public safety organizations with lifesaving equipment and funding resources.	Firehouse Sub Public Safety Foundation	Private	\$40,000 It is recommended that grant requests be \$15,000-\$25,000	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium
37	04/03/26 deadline extended from 01/30/26 Economic Development	Community Development Block Grant (CDBG) for Non-Entitlement Cities and Counties. To improve the lives of low- and moderate-income residents through the creation and expansion of community and economic development opportunities in support of livable communities. The following activity types are available: <ul style="list-style-type: none"> • Public Service and Planning • Programs <ul style="list-style-type: none"> ◦ Housing Programs ◦ Economic Development Programs • Projects <ul style="list-style-type: none"> ◦ Public Facilities Projects ◦ Infrastructure Projects ◦ Housing Projects 	California Housing and Community Development Department (HCD)	Federal via State	Public Service and Planning: \$300,000 Programs: \$1.5 million Projects: \$3.3 million	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium to Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
38	06/02/26 (Concept) EV Charging Infrastructure	Electric Vehicle Charging Infrastructure Resiliency Program. For conceptual projects to design, construct, and/or retrofit electric vehicle charging facilities to incorporate operational resiliency features capable of maintaining essential functions during electrical service disruptions. Key objectives: <ul style="list-style-type: none"> • Enhance the ability of essential EV charging sites to remain operational during public safety power shutoffs (PSPS) events or other grid interruptions. • Provide interim or longer-term power solutions in cases where grid connectivity is delayed or unavailable. • Integrate ultra-low emission distributed energy technologies and clean fuels into the EV charging ecosystem. • Support the deployment of resilient infrastructure serving public access charging, goods movement, and critical municipal operations. 	Mobile Source Air Pollution Reduction Review Committee (MSRC)	State via Regional	None stated	50%	Website Link to Prior Awards: Not available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
39	08/24/26 08/23/27 Fish Passage	National Culvert Removal, Replacement, and Restoration Grant Program. For the replacement, removal, and repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish. Eligible project types: <ul style="list-style-type: none"> • Culverts and weirs having a transportation nexus and posing barriers to anadromous fish. With respect to weirs, projects may include infrastructure to facilitate fish passage around or over the weir and weir improvements. • A weir is a constructed barrier on a stream channel designed to provide hydraulic control without completely stopping flow or creating a large storage impoundment. A dam is not a weir for the purposes of this program. 	U.S. Department of Transportation	Federal	None	20%	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium to Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
40	12/01/26 as long as funding remains available	<p>Charge Ready Program. To provide financial assistance and subject matter expertise to help expand the charging infrastructure available for electric vehicles (EVs). The Charge Ready Make-Ready program offers three different program options. These include:</p> <ol style="list-style-type: none"> 1. Charging Infrastructure and Rebate 2. The Customer-Side Make-Ready Rebate Option 3. Small Site Rebate <p>DCFC charging equipment must be accessible to the general public.</p> <p>Qualifying non-residential entities must own, lease, manage, or be the customer of record for the site where the EV charging equipment is to be installed. Applicants, if not the owner of the site, are required to obtain consent from the property owner to install the equipment and grant any required easements. All project sites must be located within SCE's service area.</p>	Southern California Edison (SCE)	Private	Refer to the rebate table in the guidelines	Not required	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Medium</p>

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
41	Rolling until 05/30/27 or until all funds are exhausted Urban Forest	Urban Forest Improvement Program. To provide funding to evaluate applicants' urban or community forest against the Sustainable Forestry Initiative (SFI) Urban and Community Forest Sustainability Standard which will give insight on how sustainable the forest is, areas of excellence, and areas for improvement.	Sustainable Forestry Initiative	Federal via Private	\$15,000 to \$29,500	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
42	Continuous basis until the target yield of 170,000 acre-feet per year is fully subscribed. Funding available as of 10/21/25 Water	<p>Local Resources Program. For the development of water recycling, groundwater recovery, and seawater desalination supplies that offsets an existing demand or prevents a new demand on Metropolitan's imported water deliveries either through direct replacement of imported water or increased regional groundwater production.</p> <p>Strong consideration will be given to projects that are well positioned for construction and timely production of stated project capacities in the near future.</p> <p>Projects with long ramp-up schedules may be addressed in phases.</p> <ul style="list-style-type: none"> • Agency must apply for each phase separately when each phase is poised for timely construction and operation. <p>Expansion of an existing project may be eligible on a case-by-case basis. For an expansion project to be eligible, the Agency must be committed to the expansion to produce water above the existing facility annual production.</p>	Metropolitan Water District of Southern California	Regional	<p>There are three incentive payment structure options to choose from:</p> <p><u>Option 1:</u> Sliding scale incentives up to \$340/AF over 25 years</p> <p><u>Option 2:</u> Sliding scale incentives up to \$475/AF over 15 years</p> <p><u>Option 3:</u> Fixed incentive up to \$305/AF over 25 years</p> <p>See pages 8 – 9 for more details on the Incentive Payment Structure of the Guidelines: Link</p>	Not stated as required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
43	TBD: Full application Flood Mitigation	Flood Mitigation Assistance (FMA). To focus on reducing or eliminating the risk of repetitive flood damage to buildings and structures insured by the National Flood Insurance Program (NFIP), and with NFIP-participating communities. FEMA has not posted the guidelines so additional information is not available.	Governor's Office of Emergency Services (CalOES)	Federal via State	Varies	25% (previous cycle)	Website Link to Prior Awards: Not available Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes	
44	Ongoing Water	<p>Emerging Contaminants (EC) Funding (forgivable loans). To address perfluoroalkyl and polyfluoroalkyl substances (PFAS) and other emerging contaminants in drinking water. “Emerging contaminants” include contaminants listed on any of EPA’s Contaminant Candidate Lists (CCL). Eligible projects and activities may include, but are not limited to:</p> <ul style="list-style-type: none"> • Construction of a new treatment facility or upgrade to an existing treatment facility that addresses EC/PFAS. • Development of a new source (i.e., new/replacement well or intake for a public water system) that addresses an EC/PFAS issue. • Consolidation with another water system that does not have EC/PFAS present or has removal capability. • Infrastructure related to pilot testing for treatment alternatives. • Planning and design for small DACs • Creation of a new community water system to address unsafe drinking water provided by individual (i.e., privately-owned) wells or surface water sources. • Connection of private wells to an existing public water system. <p>Eligible construction projects may include costs for planning and design.</p>	<p>State Water Resources Control Board (SWRCB)</p>	<p>Federal and State</p>	<p>Water systems that serve Disadvantaged Communities (DACs) or systems serving a population under 25,000: No maximum and no expectation of repayment (forgivable loans)</p> <p>Water systems that serve non-DACs with a population over 25,000: \$25 million with no expectation of repayment (forgivable loans)</p>	<p>Water systems that serve Disadvantaged Communities (DACs) or systems serving a population under 25,000: No match</p> <p>Water systems that serve non-DACs with a population over 25,000: 50%</p>	<p>Water systems that serve Disadvantaged Communities (DACs) or systems serving a population under 25,000: No match</p> <p>Water systems that serve non-DACs with a population over 25,000: 50%</p>	<p>SWRCB: Website</p> <p>EPA: Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Complex</p>

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
45	Ongoing until funding is exhausted. Homelessness	Homekey+. To support the development of Permanent Supportive Housing (PSH) for Veterans, Tribal members, and other individuals with a mental health or substance use disorder challenge, and who are also at-risk of or experiencing homelessness. Eligible Projects: The following list of eligible Projects is not exhaustive. <ul style="list-style-type: none"> Conversion of nonresidential structures to residential dwelling units. Conversion of commercially zoned structures, such as office or retail spaces, to residential dwelling units. Conversion of buildings with existing residential or interim uses that will be used to create PSH units. Multifamily rental housing Projects. Scattered site housing on multiple contiguous or non-contiguous sites is permitted as long as the resulting housing has common ownership, financing, and property management. PSH units in a shared housing setting. Shared housing is a structure shared by two or more households where each household resides in a separate private bedroom that can be locked and has a lease, with all the rights and responsibilities of tenancy. Any of the Eligible Projects above, developed in excess of state-owned properties. 	California Housing and Community Development Department (HCD)	State	Baseline: \$200,000 per door for each Assisted and Manager's Unit Additional funds: Up to \$100,000 per door For relocation costs, HCD will pay for one-half of the relocation cost per door in addition to the capital Award For Operating Awards and Match, refer to pages 13-14 \$35 million per project, exclusive of gap financing projects \$10 million for Single-Family Scattered Site project	Baseline contribution: Not required Additional funds: 1:1	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
46	Ongoing until funding is exhausted. Funding is available as of 09/23/25 Water	2022 Disaster Water Grants. Funds can be used to develop water infrastructure system capacity and resiliency to reduce or eliminate long term risks from hazards resulting from (Presidentially declared) disasters during calendar year 2022. For the purposes of this program, the term "water" refers to all water resource infrastructure, including drinking water, wastewater, storm drainage, and solid waste facilities. Presidential Declaration: https://www.fema.gov/disaster/declarations	U.S. Department of Agriculture	Federal	To be determined	To be determined	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex
47	Ongoing: reviewed quarterly March, June, September, and December Rural Law Enforcement	Rural Violent Crime Reduction Initiative. To provide funding and assistance to rural law enforcement agencies seeking to reduce violent crime and address problems associated with violent crime. Funding and support are available for implementing violent crime reduction strategies, improving investigations, improving services to victims, and for enhancing collaboration between local stakeholders. To qualify as rural for this solicitation, an applicant must provide services in a rural area, but the jurisdiction's service area need not be exclusively rural. For any municipality (e.g., town, village, or borough), the area must be considered rural, and the population must not exceed 15,000.	National Policing Institute and U.S. Department of Justice - Bureau of Justice Assistance	Federal	Individual grant awards are expected to be between \$25,000 and \$150,000	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium to Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
48	Ongoing Water	<p>Water Infrastructure Finance and Innovation Act (WIFIA) program (LOAN). Provides low-cost, long-term loans for water and wastewater infrastructure projects.</p> <p>Eligible Projects:</p> <ul style="list-style-type: none"> ○ Drinking water systems (e.g., pipelines, treatment plants). ○ Wastewater treatment and stormwater projects. ○ Water recycling and desalination. ○ Property acquisition (if integral to the project or will mitigate the environmental impact of the project <p>A non-refundable \$100,000 application fee is required upon submission.</p> <p>Non-refundable fee of \$25,000 for a project serving small communities (population of not more than 25,000). May be waived for smaller projects.</p>	U.S. Environmental Protection Agency	Federal	Minimum loan is \$20 million and \$5 million for project serving small communities (population of not more than 25,000)	51%	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
49	Ongoing Water	Clean Water State Revolving Fund (CWSRF) LOAN. For: <ul style="list-style-type: none">• Construction of publicly-owned treatment facilities:<ul style="list-style-type: none">○ Wastewater treatment○ Local sewers○ Sewer interceptors○ Water reclamation and distribution○ Stormwater treatment○ Combined sewers○ Landfill leachate treatment• Implementation of nonpoint source (NPS) projects to address pollution associated with:<ul style="list-style-type: none">○ Agriculture○ Forestry○ Urban Areas○ Marinas○ Hydromodification○ Wetlands• Development and implementation of estuary comprehensive conservation and management plans for:<ul style="list-style-type: none">○ San Francisco Bay○ Morro Bay○ Santa Monica Bay	California State Water Resources Control Board	Federal via State	Financing Terms: Interest Rate: ½ most recent General Obligation (GO) Bond Rate at time of funding approval Financing Term: Up to 30 years or the useful life of the project Financing Amount: No maximum funding limit. No maximum disbursement limit. Repayment: Begins 1 year after completion of construction	Not applicable	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
50	Ongoing Water	Drinking Water State Revolving Fund (DWSRF). For planning, design, and construction of drinking water infrastructure projects including: <ul style="list-style-type: none"> • Treatment systems • Distribution systems • Interconnections • Consolidations • Pipeline extensions • Water sources • Water meters • Water storages 	California State Water Resources Control Board	Federal via State	Financing Terms: Interest Rate: ½ most recent General Obligation (GO) Bond Rate at time of funding approval Financing Term: Planning: 5- or 10-year term at Applicant's request. Financing Amount: Planning/Design: No cap Planning/Design: No cap Applicants are eligible for up to 100% funding depending on the project.	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
51	Ongoing Water	Clean Water State Revolving Fund (CWSRF) Sewer Grant Program Loan Program. For a wide range of wastewater infrastructure water quality projects, including projects that connect previously unsewered areas that often rely on septic systems to a centralized sewer/wastewater system (Septic-to-Sewer).	California State Water Resources Control Board	Federal via State	Grant/Principal Forgiveness (PF): \$15 million or \$30 million (Septic to Sewer only) Grant/PF per Residential Connection \$45,000 or \$125,000	Not required	Website Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
52	Ongoing Veteran Homelessness	Stand Down (SD) Grant. Supports local SD events that assist veterans experiencing homelessness by providing a wide variety of employment, social, and health services. Applicants will provide five required services to veterans experiencing or at risk of homelessness on the day(s) of the event: <ol style="list-style-type: none"> 1. Health screenings/examinations. 2. Housing/shelter referral. 3. Mental health services. 4. DOL employment and job training assistance. <ol style="list-style-type: none"> a. Applicants must coordinate with their local American Job Center (AJC) for employment and training services. b. Services can be provided by AJC employment specialist(s), ideally a Disabled Veteran Outreach Program (DVOP) specialist, when available, to actively participate and provide employment services at the SD event. 5. Veterans' benefit counseling, ideally provided by the U.S. Department of Veterans Affairs. 	U.S. Department of Labor	Federal	\$7,000 for one-day events and up to \$10,000 for multi-day events In the event of a federal disaster declaration, VETS will accept applications up to \$50,000 to conduct SD events in the impacted areas.	Not required. Unless providing services to non-veterans	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
53	Ongoing Cannabis- Related Habitat Restoration	Cannabis Restoration Grant: Cleanup, Remediation, and Watershed Enhancement. To support the cleanup, remediation, and enhancement of watersheds and wildlife habitat impacted by cannabis cultivation. May include the following project types: cleanup and remediation of impacts due to illicit cannabis operations on qualified public land and private land, decommissioning roads, upgrading road crossings, upgrading culverts, and other projects that minimize erosion and sediment delivery, increase water conservation, and/or enhance biodiversity and wildlife habitat.	California Department of Fish and Wildlife	State	Not stated	Not required, but encouraged	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
54	Ongoing Wildlife Restoration	<p>Restoration Grants. For planning, implementation, acquisition, monitoring, capacity building, and scientific studies in the following areas:</p> <ul style="list-style-type: none"> • Drought Resiliency - Protecting Salmon - To support restoration and protection projects that enhance salmon resiliency to drought and climate change. • Addressing Climate Impacts - To support projects addressing urgently degrading water and habitat conditions due to climate change impacts. • Nature Based Solutions <ul style="list-style-type: none"> ◦ Wetlands and Mountain Meadows Restoration - For projects that restore or enhance wetlands and watershed ecosystems and provide co-benefits consistent with the Natural and Working Lands Climate Smart Strategy and Pathways to 30x30. ◦ Wildlife Corridors - For connectivity planning and implementation projects • Proposition 1 - To fund grants for multi-benefit ecosystem and watershed protection and restoration projects. • Proposition 68 - To restore and protect rivers and streams in support of: <ul style="list-style-type: none"> ◦ River and Stream Restoration; ◦ Southern Steelhead Habitat Restoration; and ◦ Fish and Wildlife Habitat Restoration. 	California Department of Fish and Wildlife	State	None	Cost share is not required; however, proposals with higher proportions of secured cost share may receive higher scores during the evaluation process.	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium to Complex

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
55	Ongoing Wildlife Conservation	<p>The Wildlife Conservation Board. To conserve California's wildlife resources and provide for suitable public recreation. WCB funds acquisition, restoration, and public access projects throughout the State.</p> <p>Eligible project types include:</p> <ol style="list-style-type: none"> 1. Planning, 2. Implementation, 3. Acquisition, 4. Scientific Studies, 5. Block Grants, and 6. Technical Assistance 	California Wildlife Conservation Board	State	Varies by program	Varies by program	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not available</p> <p>LOD: Medium</p> <p>Note: WCB uses a single continuous application process. Applicants do not need to determine which program to apply to; rather, WCB will determine that during the application review.</p>

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
56	Ongoing Animal Shelters	CAL For All Animals Portal Grants. To retrofit cat and small dog/puppy housing with portals. Priority: Applications from organizations located in areas of high social vulnerability: https://svi.cdc.gov/map.htm	CAL For All Animals	State Agency: UC Davis Koret Shelter Medicine Program (KSMP)	Shelters may receive funds to install portals or may receive direct assistance from the Koret Shelter Medicine Program to install portals	Not required	Website Link to Prior Awards: Not available Success Rate: Not Available LOD: Simple

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
57	Ongoing Water (funding confirmed 10/24/25)	<p>County-wide Funding Programs. Eligible project types include:</p> <ul style="list-style-type: none"> • Assessment <ul style="list-style-type: none"> ○ Community outreach ○ Domestic well testing • Interim Solutions <ul style="list-style-type: none"> ○ Bottled Water ○ Tanks and hauled water ○ Kiosk filling stations ○ Point of Use/Point of Entry (POU/POE) installation and maintenance • Long-Term Solutions <ul style="list-style-type: none"> ○ Well repairs and/or replacements ○ Limited-scale consolidation (such as laterals, above ground interties) ○ POU/POE installation and maintenance, in some cases <p>Priority: Areas outside of the San Joaquin Valley</p>	California State Water Board	State	Not stated	Not required	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Medium</p>

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
58	Ongoing Planning Economic Development	Planning and Technical Assistance Program. <ul style="list-style-type: none"> To guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. <u>Partnership Planning:</u> Investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which are designed to help regions leverage their unique assets to help create and retain high-quality jobs. <u>Local Technical Assistance (T/A):</u> Strengthens the capacity of organizations to undertake and promote effective economic development programs through projects such as feasibility studies and impact analyses. 	U.S. Economic Development Administration	Federal	Median for Partnership Planning and Short-Term Planning investments: approximately \$70,000. For Local Technical Assistance investments: approximately \$100,000.	Varies based on Economic Distress – refer to pages 8-9 of the NOFA located on the website.	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Complex

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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
59	Ongoing Economic Development	<p>Public Works and Economic Adjustment Assistance (PWEAA) Program.</p> <ul style="list-style-type: none"> • Public Works (PW): Through the primarily construction-oriented Public Works program, EDA provides catalytic investments to help distressed communities build, design, or engineer critical infrastructure and facilities that will help implement regional development strategies and advance bottom-up economic development goals to promote regional prosperity. • Economic Adjustment Assistance (EAA): Support a wide range of construction and non-construction activities in regions experiencing adverse economic changes that may occur suddenly or over time. Supported activities include construction and non-construction such as sectoral partnerships for workforce training, design and engineering, technical assistance, economic recovery strategies, and capitalization or recapitalization of Revolving Loan Funds (RLF). EDA utilizes EAA investments to provide resources that help communities experiencing or anticipating economic dislocations to plan and implement specific solutions to leverage their existing regional economic advantages to support economic development and job creation. • Strategy Grant: To develop, update, or refine a Comprehensive Economic 	U.S. Economic Development Administration	Federal	<p>Public Works: EDA expects awards in the range of \$600,000 to \$5 million</p> <p>EAA: EDA expects awards in the range of \$150,000 to \$2.5 million</p>	<p>Generally, the maximum baseline EDA investment rate (percentage of the total project costs) will be 60 percent, but EDA may fund a higher percentage of total project costs in limited circumstances based on the relative needs of the region.</p> <p>Table 1 (page 9 of the NOFO) below sets forth the maximum allowable investment rate depending on the economic distress of the region.</p>	<p>Website</p> <p>Link to Prior Awards: Here</p> <p>Success Rate: The average size of a Public Works investment has been approximately \$1.4 million.</p> <p>The average size of an EAA investment has been approximately \$650,000.</p> <p>LOD: Complex</p>

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For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>Development Strategy (CEDS) that alleviates long-term economic deterioration or a sudden and severe economic dislocation.</p> <ul style="list-style-type: none"> Except for Strategy Grants, projects must be consistent with the region's current CEDS or equivalent EDA-accepted regional economic development strategy that meets EDA's CEDS or strategy requirements <p>NOTE: Except for Strategy Grants, projects must be consistent with the region's current Comprehensive Economic Development Strategy (CEDS) or equivalent EDA-accepted regional economic development strategy that meets EDA's CEDS or strategy requirements.</p>					

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
60	<p>UPDATED: Final deadline is 03/31/26</p> <p>Five-year program 2021-2026.</p> <p>Community Revitalization</p>	<p>Hometown Grant. For projects to build, rebuild, or refresh community spaces in small rural towns that help foster local connections. Projects should be shovel-ready, physical builds or improvements that can be completed within 12 months of receiving Hometown Grants funding. Examples of eligible projects include but are not limited to: adaptive uses of older and historic buildings into community gathering spaces, improvements to outdoor parks or trails, and technology projects for the public library.</p>	T-Mobile and Smart Growth American and Main Street America	Private	\$50,000	Not required	Website Link to Prior Awards: Not Available Success Rate: Not available LOD: Medium

TABLE 2
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No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
61	First Come, First Served Emission Reduction	VW Mitigation Trust Zero-Emission Class 8 Freight and Port Drayage Trucks Categories. Funding is available to replace the following vehicles with zero emission technologies: <ul style="list-style-type: none"> • Class 8 only: <ul style="list-style-type: none"> ◦ Freight Trucks (including Drayage Trucks) ◦ Waste Haulers ◦ Dump Trucks ◦ Concrete Mixers 	South Coast Air Quality Management District (Administrator)	Private	\$2.7 million per entity and \$200,000 per equipment	Non-government 25% Government – no match required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
62	First Come, First Served Opened October 31, 2022 (funding available as of 12/13/25) Bus Replacement Emission Reduction	VW Settlement Fund Transit, School, and Shuttle Buses Program. To replace older, high-polluting transit, and shuttle buses with new battery-electric or fuel-cell buses. This project mitigates excess NOx emissions, reduces pollution in disadvantaged and low-income communities, supports advanced technology vehicle and equipment deployments and accelerates the zero-emission transformation of the heavy-duty fleet. Light-duty Zero emission Infrastructure, Hydrogen, Zero-emission Freight and Marine Projects funding is exhausted.	California Air Resource Board (to be administered by San Joaquin Valley Air Pollution Control District)	Private	Transit Buses: New, Battery-electric transit bus - up to \$216,000 New, Fuel-cell transit bus – up to \$480,000 Shuttle Buses: up to \$192,000	Government must not exceed 100% of the eligible project costs. Non-Government must not exceed 75% of the eligible project costs. Stacking VW Mitigation Trust Funds with HVIP funds and other CARB and State programs that do not claim NOx emission reductions are allowed.	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 2
For Information Purposes Only

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
63	Open until funding is exhausted	<p>HVIP Clean Trucks and Buses Voucher Program. Point-of-sale discounts to power California communities and drive commercial technology transformation.</p> <p>Eligible vehicles: Only CARB approved vehicles can receive a voucher. For medium- and heavy-duty zero-emission vehicles, including:</p> <ul style="list-style-type: none"> • Class 2b-8 trucks (delivery vans, box trucks, garbage trucks, freight trucks) • Transit buses • School buses • Shuttle buses <p>All eligible vehicles must be new, zero-emission and meet CARB's certification requirements. The vehicle must also be registered and operated in California. Eligible vehicles: HVIP vehicle catalog</p> <p>How it works:</p> <ol style="list-style-type: none"> 1. Check funding 2. Choose the vehicle 3. Find an approved dealer 4. Complete the purchase order with the dealer – the incentive amount will be included on the purchase order as an immediate price reduction 5. Purchaser and dealer sign terms and condition form 	California Air Resources Board	State	<p>Voucher is based on type of vehicle</p> <p>https://californiahvip.org/funding/</p>	Not required	<p>Website</p> <p>Link to Prior Awards: Not applicable</p> <p>Success Rate: Not available</p> <p>LOD: Medium</p>

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
1	PAUSED Law Enforcement	<p>Juvenile Drug Treatment Court. To build the capacity of states, state and local courts, units of local government, and federally recognized Tribal governments to implement new and innovative approaches to enhance existing juvenile drug treatment courts (JDTC) and improve outcomes for youth with substance use disorder or co-occurring substance use and mental health disorders, including those with histories of trauma.</p> <p><u>Category 1:</u> Juvenile Drug Treatment Court Planning and Implementation Program - To support jurisdictions that identified a need to establish a JDTC.</p> <p><u>Category 2:</u> Juvenile Drug Treatment Court Enhancement Program - To enhance and expand existing JDTCs to be responsive to the evidence-based Juvenile Drug Treatment Court Guidelines.</p>	U.S. Department of Justice	Federal	<p>Juvenile Drug Treatment Court Planning and Implementation Program: \$1,000,000</p> <p>Juvenile Drug Treatment Court Enhancement Program: \$650,000</p>	25% of total project cost	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
2	PAUSED Transportation	<p>Competitive Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. 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. Selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure. Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.</p> <p>1) Planning Grants: To develop resilience improvement plans for states and MPOs; resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation.</p> <p>2) Resilience Improvement: To improve the ability of an existing surface transportation asset to withstand one or more elements of a</p>	U.S. Department of Transportation	Federal	<p>Planning: \$100,000 minimum and no maximum</p> <p>All other projects: \$500,000 minimum and no maximum</p>	<p>Planning: Not required</p> <p>Resilience Grants: 20%</p>	<p>Website</p> <p>Link to Prior Awards: Not Available</p> <p>Success Rate: Not Available</p> <p>LOD: Medium to Complex</p>

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.</p> <p>3) Community Resilience and Evacuation Routes: For activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events including activities that will improve evacuation routes, provide safe passage during an evacuation, and reduce the risk of damage to evacuation routes because of future emergency events.</p> <p>4) At-Risk Coastal Infrastructure projects: To strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise.</p>					

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
3	PAUSED Reentry	Smart Reentry: Housing Demonstration Program Grant. To support state, local, and tribal governments to improve reentry and reduce recidivism by expanding and/or increasing access to housing for people who are currently or formerly involved in the criminal justice system. Prior to the release from incarceration, individuals will be screened, assessed, and identified for program participation. The program will help jurisdictions assess their reentry systems, identify strengths and gaps, and then build capacity for improved housing options for adults released from prison or jail.	U.S. Department of Justice	Federal	\$1 million	50%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
4	PAUSED 02/10/26 Round 2 Water	Applied Science Grants. To develop hydrologic information and water management tools and improve modeling and forecasting capabilities. Results from these Projects will be used by water managers to increase water supply reliability, provide flexibility in water operations, and improve water management. <p>Projects must support one or more of the following water management objectives:</p> <ul style="list-style-type: none"> • Water supply reliability; • Improved management of water deliveries; • Water marketing activities; • Drought management activities; • Conjunctive use of ground and surface water; • Water rights administration; • Ability to meet endangered species requirements; • Watershed health; • Restore a natural feature or use a nature-based feature to reduce water supply and demand imbalances or the risk of drought or flood, conservation and efficiency; or • Other improvements to water supply reliability. 	U.S. Bureau of Reclamation	Federal	\$400,000	25% or 50% of the total project costs, depending on the project type	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
5	PAUSED Water	WaterSMART Environmental Water Resources Projects. For water conservation, water management, and restoration projects that provide significant environmental benefits and have been developed as part of a collaborative process to help carry out an established strategy to increase the reliability of water resources.	U.S. Bureau of Reclamation	Federal	\$6 million	25%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium to Complex
6	PAUSED Substance Use Prevention	Comprehensive Opioid, Stimulant, and Substance Use, Site-Based Program. Seeks to support local governments to reduce overdose deaths and the impact of illicit substance use and misuse on individuals and communities. Program Goals: <ul style="list-style-type: none"> • Develop, implement, or expand comprehensive programs to identify, respond to, treat, and support those impacted by illicit opioids, stimulants, or other substances. • Provide training and resources to support state, local, tribal, and territorial efforts to respond to illicit substance use. 	U.S. Department of Justice	Federal	Category 1a - Local-Urban area or large jurisdiction: \$1.6 million Category 1b - Local-Suburban area or medium-size jurisdiction: \$1.3 million Category 1c - Local-Rural Jurisdiction: \$1 million	Not required	Website Link to Prior Awards: Link Success Rate: Category 1a: 19 anticipated awards Category 1b: 20 anticipated awards Category 1c: 10 anticipated awards LOD: Medium

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
7	PAUSED Law Enforcement	Virtual Reality De-escalation Site-Based Initiative Program. To assist law enforcement agencies in adopting virtual reality (VR) technology for training purposes. The program supports innovative tools, such VR systems, that allow for multi-participant engagement and can be integrated into training focused on improving law enforcement responses to individuals in crisis.	U.S. Department of Justice	Federal	\$800,000	Not required	Website Link to Prior Awards: Success Rate: Not Available LOD: Medium
8	PAUSED Law Enforcement	Collaborative Crisis Response and Intervention Training Program. To improve public safety and health for people with mental health disorders (MHDs), co-occurring mental health and substance use disorders (MHSUDs), intellectual and developmental disabilities (IDDs), and physical disabilities who come into contact with law enforcement and the criminal justice system; and, to support state, local, and tribal law enforcement and correctional entities to develop and implement crisis response training programs. The program has two categories: <ul style="list-style-type: none"> Category 1: Training Program for Law Enforcement Officers will provide funding to law enforcement agencies for training field-based officers. This includes police departments, sheriff's offices (patrol-based), probation and 	U.S. Department of Justice	Federal	\$312,500	Not required	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> parole (field-based), and campus-based police. Category 2: <u>Training Program for Correctional Officers</u> will provide funding to correctional agencies for training facility-based officers. This includes probation and parole (facility-based), sheriff's offices (facility-based), and other officers working inside a correctional facility. 					
9	PAUSED Law Enforcement and Mental Health	<p>Justice and Mental Health Collaboration Program (JMHCP). To improve public safety responses and outcomes for individuals with mental health disorders (MHDs) or co-occurring mental health and substance use disorders (MHSUDs). The goal is to improve safety and well-being for adults with MHDs (including people with traumatic brain injury (TBI) and post-traumatic stress disorder (PTSD)) or MHSUDs who come into contact with the criminal justice system.</p> <p>Category 1 eligible applicants: City or township governments, County governments, Special Districts, and Agencies with a different legal status (e.g., nonprofit or for-profit mental health agencies).</p>	U.S. Department of Justice	Federal	Category 1: \$550,000	Years 1 – 2: 20% Year 3: 40%	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
10	PAUSED Law Enforcement	<p>Connect and Protect: Law Enforcement Behavioral Health Response Program. To fund programs to improve public health and public safety by improving responses to and outcomes for people with mental health disorders (MHDs) or co-occurring mental health and substance use disorders (MHSUDs).</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Enhance crisis response; • Enhance coordination with relevant entities; • Train and develop staff; • Engage and educate the community; • Leverage existing resources; • Support veterans; • Plan for multidisciplinary collaboration; • Utilize Training and Technical Assistance (TTA); • Upgrade technology; and • Build program sustainability. <p>Requirements: Two-phase process consisting of planning and implementation activities.</p> <ul style="list-style-type: none"> • The planning phase is up to 12 months. • Document the approach for implementing or enhancing law enforcement–behavioral health responses to individuals with MHDs 	U.S. Department of Justice	Federal	\$550,000	Years 1 and 2: 20% Year 3: 40%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<p>or co-occurring MHSUDs who come in contact with law enforcement.</p> <ul style="list-style-type: none"> • Collect data on the program's outcomes, effectiveness, and challenges and develop a report to share with fellow grantees. • Develop common metrics and processes for tracking calls. • Incorporate training and technical assistance as well as information and best practice guidance, using BJA's training and technical assistance provider, into the "Planning and Implementation Guide." <p>Outline and submit a plan at close out for obtaining the necessary support to sustain and continue the proposed collaboration program following the conclusion of federal support.</p>					
11	PAUSED Water	Large-Scale Water Recycling Project. Funding for planning, design, and construction of Large-Scale Water Recycling Projects with a total project cost greater than \$500 million. For planning, preliminary design, and environmental compliance activities for water recycling and desalination projects. Multiple applications for funding may be submitted for consideration under this funding opportunity, provided that the project scopes are not duplicative.	U.S. Bureau of Reclamation	Federal	Interested applicants should consult with BOR to size proposed projects.	75%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
12	PAUSED Round 2: 02/17/26 Water	Aquatic Ecosystem Restoration Project. To study, design, and construct large-scale aquatic ecosystem restoration projects that have widespread regional benefits, and result in the improvement of the health of fisheries, wildlife, and aquatic habitat. <ul style="list-style-type: none"> • Task A: Study and Design: Develop an aquatic ecosystem restoration study and design that can be used to apply for funding under Task B. • Task B: Construction Projects: Construction of aquatic ecosystem restoration projects that are collaboratively developed, have widespread regional benefits, and are for the purpose of improving of the health of fisheries, wildlife, and aquatic habitat. Eligible restoration activities: <ul style="list-style-type: none"> • Removal or Modification of Barriers to Fish Passage; • Restoration of Floodplain Connectivity; • Restoration of Aquatic Habitat; • Implementation of Nature-Based Solutions Projects; • Improvement of Water Availability, Quality, and Temperature; and • Other Related Activities. 	U.S. Bureau of Reclamation	Federal	Task A: \$500,000 to \$2 million per project Task B: \$3 million to \$10 million per project	35%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Complex

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
13	PAUSED Watershed	<p>Cooperative Watershed Management Program Phase I. To develop a watershed group, complete watershed restoration planning activities, and design watershed management projects.</p> <p>Program requirements:</p> <p>Task A: Watershed Group Development</p> <ul style="list-style-type: none"> • Developing a mission statement, vision statement, and goals for the watershed group. • Developing articles of incorporation, bylaws, and business practices. • Conducting outreach activities. • Gathering information about issues and needs related to water quality, water quantity and restoration needs within the watershed. • Conducting pre-planning activities. <p>Task B: Watershed Restoration Planning</p> <ul style="list-style-type: none"> • Completing or updating a watershed restoration plan. • Developing general watershed management project concepts or performing an analysis of the watershed to identify and prioritize watershed management projects. • Conducting monitoring activities. • Conducting mapping and other technical analyses. 	U.S. Bureau of Reclamation	Federal	<p>Minimum: \$10,000</p> <p>Maximum: \$300,000</p>	Not required	<p>Website</p> <p>Link to Prior Awards: Link</p> <p>Success Rate: Not Available</p> <p>LOD: Medium to Complex</p>

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
		<ul style="list-style-type: none"> • Obtaining project management services or software technology to formulate the watershed restoration plan. • Interviewing watershed group members and stakeholders to gain an idea of projects that would improve the watershed. • Working with watershed group members, landowners, Federal agencies, and state or local governments to determine how the watershed can be improved. • Reviewing watershed-specific best management practices established by Federal, State, and local government agencies. <p>Task C: Watershed Management Project Design</p> <ul style="list-style-type: none"> • Completing an analysis to identify specific project locations. • Completing site-specific project design and engineering 					

TABLE 3
Federal Grant opportunities currently PAUSED or WITHDRAWN

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website/Notes
14	PAUSED Water	WaterSMART Small Scale Water Efficiency Projects. Funds projects such as installation of flow measurement, automation in a specific part of a water delivery system, the lining of a section of a canal to address seepage, or other similar projects limited in scope.	U.S. Bureau of Reclamation	Federal	\$125,000	50%	Website Link to Prior Awards: Link Success Rate: Not Available LOD: Medium
15	PAUSED Ongoing Brownfields	Targeted Brownfields Assessment (TBA) Technical Assistance Program. To conduct Phase I Environmental Site Assessment (ESA) and/or Phase II ESA which documents environmental conditions at a property under consideration for redevelopment. The TBA can also be used to evaluate various cleanup alternatives, costs, and reuse planning. EPA's environmental consultants will conduct the TBA. Communities participating in a TBA will receive a written report detailing the findings of Phase I or Phase II ESA. The reports are intended to help meet due diligence requirements of real estate transfer, and to identify environmental impediments to redevelopment.	U.S. Environmental Protection Agency	Federal	Awardees receive technical assistance	Not required	Website Link to Prior Awards: Not Available Success Rate: Not Available LOD: Medium

SBCTA/SBCOG Grant Support Process

Program Guidelines

December 2025



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1 Program Introduction

The San Bernardino County Transportation Authority and San Bernardino Council of Governments (SBCTA/SBCOG) are committed to developing and promoting efficient mobility options to increase resiliency and access to economic opportunities throughout San Bernardino County. SBCTA/SBCOG and its member agencies are currently undergoing one of the most extensive capital delivery programs, with Measure I investing \$515 million of \$2.4 billion in projects currently under construction.

As part of the SBCTA 10-Year Delivery Plan, the region has a comprehensive strategy to fund and implement a range of multimodal transportation projects. In December 2024, SBCOG also adopted a 5-Year Work Plan that detailed key priorities for the region, including smart corridors, homelessness, housing, and more.

In May 2025, SBCTA/SBCOG established a Grant Team Framework to provide a structured and proactive approach to identifying, applying for, and managing grant opportunities for its departments and member agencies. This document builds on that framework and outlines how SBCTA/SBCOG will provide grant support, the process to request support, how projects will be selected, and how resources will be allocated to the grant application.

1.1 Objectives

The SBCTA/SBCOG Grant Team will actively and aggressively identify funding opportunities supporting targeted grant applications sponsored by SBCTA/SBCOG and its member agencies, providing grant education and scoping assistance to further the implementation of projects that help address the growing needs throughout the region. The coordinated process by which the Grant Team provides this support is referred to as the Grant Support Program.

The objectives of the grant support process are to:

- provide technical expertise to support SBCTA/SBCOG departments and member agencies with limited capacity in their efforts to secure funding,
- support the collaboration and implementation of inter-member agency initiatives that align with SBCTA/SBCOG priorities, and
- champion the allocation of funds to projects and programs within San Bernardino County.

2 Identification & Prioritization Grant Opportunity

SBCTA/SBCOG will aggressively seek grant opportunities that align with agency priorities, ensuring member agencies have access to all relevant funding programs. There is a wide variety of grant programs available to support different types of projects and programs. The Grant Team will compile and regularly share grant opportunities on SBCTA/SBCOG's website and by direct email to the Transportation Technical Committee (TTAC), the Planning and Development Technical Forum (PDTF), and the City/County Managers Technical Advisory Committee (CCMTAC), along with a publication in the CCMTAC agenda. To maximize the resources available through the Grant Team, efforts will focus on specific funding programs that align with SBCTA/SBCOG priorities and demonstrate a high potential for success, based on objective factors such as qualifying criteria, project readiness, availability of matching funds, and the quality of submitted information. The Grant Team encourages the member agencies to pursue grants. It will concentrate on programs that best align with the agency's priorities, as well as the projects outlined in SBCTA's 10-Year Delivery Plan and the SBCOG 5-Year Work Plan.

The SBCTA 10-Year Delivery Plan¹ and the SBCOG 5-Year Work Plan² (Plans) divides the county into six subregions:

1. North Desert
2. Colorado River
3. Morongo Basin
4. Victor Valley
5. Mountains
6. San Bernardino Valley

The two Plans identify various projects and programming that help serve the needs of communities throughout the County. These project types include transportation projects that support mobility, improve safety, and ease current and future congestion. The SBCOG 5-Year Plan also includes initiatives that advance housing production and preservation, support regional economic development through small business vendor fairs, a regional small business certification program, and establishment of a Small Business Hub, as well as efforts that address homelessness, smart intersections and corridors, climate adaptation and environmental resiliency, energy efficiency, and workforce development.

Given this broad range of potential application types, SBCTA/SBCOG will focus on providing coordinated grant support across multiple program areas, focusing on the priorities identified by the SBCTA/SBCOG Board of Directors and the viability of a grant award. This serves as a starting point as the grant support process continues to evolve and expand over time.

Key funding resources include:

- **SB1 Programs (California Transportation Commission):**
<https://catc.ca.gov/programs/sb1>

¹ [SBCTA 10-Year Delivery Plan](#)

² [SBCOG 5-Year Work Plan](#)

- **California Office of the Small Business Advocate (CalOSBA):**
<https://calosba.ca.gov/funding-grants-incentives/>
- **California Department of Housing and Community Development:**
<https://www.hcd.ca.gov/grants-and-funding>
- **South Coast Air Quality Management District:** <https://www.aqmd.gov/nav/grants-bids>
- **Southern California Association of Governments:**
<https://scag.ca.gov/get-involved-grant-opportunities>
- **U.S. Department of Housing and Urban Development (HUD):**
<https://www.hud.gov/grants>
- **California Climate Investments / CAL FIRE Grants:** <https://www.fire.ca.gov/grants>
- **U.S. Department of Transportation Grants:** <https://www.transportation.gov/grants>
- **Federal Transit Administration (FTA) Grant Programs:**
<https://www.transit.dot.gov/grants>

This approach ensures the responsible use of limited SBCTA/SBCOG staff resources and the use of those resources in alignment with the SBCTA/SBCOG Board of Directors' direction.

Departments and member agencies requesting support for grant opportunities outside the key funding resources listed above will be considered on a limited, case-by-case basis. For these requests, the SBCTA/SBCOG Grant Team may serve in an advisory capacity and provide targeted assistance, which potentially include:

- Technical review of grant narrative
- Compliance with grant requirements
- High-level review and quality assurance of the overall application
- Facilitation of discussions with potential partners and collaborators

2.1 Project Selection Process

SBCTA/SBCOG departments and member agencies interested in receiving support from the Grant Team will be required to submit a *Grant Support Request* posted on the SBCTA/SBCOG grant website. Requests should be submitted as early in the process as possible to allow the team ample time to respond and deliver the support required to ensure a high-quality application is prepared. While the Grant Team strives to be as responsive as possible, requests submitted too close to the application deadline may not receive support due to staffing capacity and scheduling constraints. Requests will be assessed on a first-come, first-served basis and prioritized by the team against the following criteria:

2.1.1.1 Strategic Priorities

Highest consideration will be given to:

- Projects that are aligned with or included in the SBCTA 10-Year Delivery Plan or the SBCOG 5-Year Strategic Plan.
- Member Agency-led proposals which advance the SBCTA/SBCOG Board of Directors' priorities and contribute to regionally beneficial outcomes.
- Collaborative or multi-member agency efforts that strengthen regional coordination and competitiveness.
- Internal SBCTA/SBCOG-led applications that align with the Board of Directors' priorities and Grant Program Strategy.
- Feasibility of successful award.

2.1.1.2 Review Criteria

In addition to strategic alignment, requests will be assessed for feasibility of grant award based on:

- **Project Eligibility and Readiness**
 - Confirmed eligibility under the target grant program.
 - Realistic timeline and defined scope.
 - Match requirements identified.
- **Level of Complexity**
 - Projects considered Medium to High Complexity, per the SBCTA/SBCOG Grants Table, based on factors such as scale, number of stakeholders, and technical requirements.
 - Applications that require refinement of scope or development of technical materials before becoming grant-ready.
 - Projects involving detailed grant narratives, benefit-cost analysis, GIS mapping, or coordination across multiple agencies or departments.
- **Resource Availability**
 - Capacity of the Grant Team and/or consultants during the review period.
 - Equitable distribution of support across departments and member agencies.
 - Priority may be given to member agencies based on equitable geographic distribution among SBCOG subregions who have not recently received assistance.

2.1.1.3 Project Selection

Once a decision is made, the Grant Team will promptly communicate with the requested department or member agency to inform them of the decision and its justification. The team is committed to working in partnership with SBCTA/SBCOG departments and member agencies and will provide clear guidance on submitting a successful request.

3 Grant Application Support

As part of the Grant Support Program, the Grant Team provides targeted assistance rather than full application development. Support may include technical review, drafting narrative sections, coordination with partners, and grant-readiness guidance.

3.1 Support Scope and Examples

Support will vary based on need and may include:

- Facilitating discussions around grant opportunities and participating in the development of competitive project scopes that best align with grant parameters and strategic priorities
- Developing or reviewing technical components of the grant narrative
- Engaging stakeholders and facilitating connections and collaborations between member agencies and local partners
- Reviewing submissions to assess compliance with grant requirements, readiness, and competitiveness
- Providing technical guidance

3.2 Roles and Responsibilities

3.2.1.1 Department/Member Agency Responsibilities

The requesting department or member agency is responsible for submitting the application package to ensure timely submission. Within SBCTA/SBCOG, the project manager is responsible for coordinating with the Grant Team, providing all required materials, and submitting the application and any needed support letters. After submission, the department or member agency is required to notify the Grant Team of the award outcome. The Grant Team will submit applications when SBCTA/SBCOG is serving as the lead agency for a multi-member agency grant effort.

3.2.1.2 Letters of Support

When assisting internal departments with letters of support, the department must provide complete project information, including maps, project descriptions, and a clear explanation of how the project aligns with or benefits the supporting agency. The Grant Team may facilitate or coordinate requests, but all letters must be submitted through the Public Affairs/Legislation Office at legislativeaffairs@gosbcta.com. The Grant Team does not independently prepare, solicit, or submit letters.

3.3 Capacity and Service Approach

Grant Team support is prioritized based on available capacity and the complexity of each request. While departments and member agencies remain responsible for managing and submitting their applications, the Grant Team helps ensure grant proposals are competitive, complete, and grant-ready. This may include:

- Guidance on deadlines and reminders to keep applications on track
- Review of key materials for clarity, completeness, readiness, and alignment with grant requirements
- Sharing best practices, examples, and templates to strengthen competitiveness and quality of submissions

Support is provided based on available capacity and tailored to each request, to help departments and member agencies prepare high-quality submissions that maximize the potential for funding success.

4 Grant Administration & Compliance Support

Grants submitted with the support of the Grant Team will be entered and monitored via an internal grant tracking sheet. For successful grants, the team will post an announcement on the grant support webpage to document the award. For unsuccessful grants, the team will record the details gathered during the debriefing process to facilitate ongoing learning and support continuous improvement of the support process.

4.1 Post-Award Workshop

The Grant Team will host a single live, recorded post-award workshop that provides guidance applicable to most grant programs. The workshop will walk through general post-award requirements, reporting expectations, and next steps. Due to limited resources, we will not be able to provide separate program-specific training. Key information will be included in this single session, and the recording will be made available for reference. The Grant Team will be available on an ongoing basis should questions arise.

4.2 Transition to Award Management

Upon grant award, the requesting department or member agency will assume responsibility for ongoing grant administration, reporting, and compliance. The Grant Team will provide a transition memo summarizing available resources and general guidance to assist the department or member agency with the award.

4.3 Post-Award Responsibilities

The department or member agency assumes full responsibility for monitoring, reporting, and compliance. The Grant Team is available to provide guidance and resources upon request, including general tips and reference materials.

5 Program Administration

5.1 Grant Management Strategy

All requests for grant support will be compiled in the SBCTA/SBCOG central database. A Grant Tracking System will also be developed to monitor ongoing applications and projects, identify opportunities to optimize resources, and adjust support during periods of higher activity. The system will also track projects that may not be ready for the current funding round but represent strong candidates for future grant opportunities, ensuring they are prepared when the next cycle becomes available.

5.2 Communications Strategy

The Grant Team will implement a multi-channel communications approach to raise awareness and increase use of the SBCTA/SBCOG Grant Team among internal departments and local member agencies. The strategies focus on clear, accessible resources combined with direct engagement to maximize outreach and support.

Key Components include:

1. Webpage:

- a) Introduction, background, and what is being offered
- b) List of the latest grant table with link to archived tables
- c) Grant Support Request Form
- d) Contact information
- e) Frequently asked questions
- f) Supported successful grants

2. Grant Team Overview Recorded Webinar:

A foundational, pre-recorded webinar will introduce the Grant Support Program and the Grant Team's role. This presentation will be hosted on the grant support webpage and will include:

- a) Program objectives and types of available assistance
- b) Overview of priority grant programs
- c) Walkthrough of the *Grant Support Request Form* and project selection process
- d) Question & Answer Session

3. Open Invitation – Meeting(s) with local teams (*Ongoing*):

The Grant Team will participate in meetings with departments and member agencies to provide guidance, share information, and support coordination. These meetings may occur as part of existing forums, or in discussions with individual departments or member agencies:

Meetings with Individual Departments or Member Agencies:

- a) Share information about prioritized, readiness, and unfunded projects

TTAC, PDTF, and CCMTAC Meetings:

- b) Discuss common challenges and funding barriers
- c) Identify opportunities for regional or multi-member agency collaboration
- d) Align local priorities with upcoming grant opportunities

4. Annual Grant Workshop:

Each year, the Grant Team will host a focused workshop on grant resources.

The purpose of this workshop is to:

- a) Share basic program information, timelines, and application expectations
- b) Highlight key takeaways from past application cycles
- c) Provide general guidance on project framing and common challenges
- d) Encourage departments and member agencies to begin early coordination and scoping

These sessions will support early coordination, help refine project scopes, and strengthen the competitiveness of future applications.

In addition to the modes of dissemination listed above, an inquiry may be sent to member agencies to identify unfunded projects. This will help us refine our service offerings for subsequent years and help better address local funding needs.

5.2.1 Communication Log

The team will maintain an active communication log, documenting which member agencies were contacted and via which mode. Responses and inquiries for more information will also be noted to support ongoing refinement of the process. This log will document:

- Member agencies-initiated contact with the Grant Team
- Member agency contacted by the Grant Team
- Method communication (email, phone, meeting, etc.)
- Responses received
- Requests for additional information

5.3 Annual Reporting

Each year, the Grant Team will prepare an Annual Report for the SBCTA/SBCOG Board of Directors. The report will provide a high-level summary of member agency support activities, outcomes, and strategic insights. An overview of the Grant Team effort, which will include:

- Number of grant applications supported and funding outcomes
- Member agencies assisted and types of support provided
- Requests unable to be fulfilled and key reasons
- Lessons learned and opportunities to streamline the process
- Recommendations to enhance program effectiveness
- Priority grant programs for the coming year

The report will be presented in a concise and accessible format to support discussion and inform decision-making by SBCTA/SBCOG leadership.

**MEASURE "I"
ORDINANCE NO. 26-1**

**AN ORDINANCE OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, AND THE
PEOPLE OF SAN BERNARDINO COUNTY, CALIFORNIA ESTABLISHING A TRANSACTIONS AND USE
TAX (SALES TAX) AT THE RATE OF ONE-HALF PERCENT (1/2%) TO FUND COUNTYWIDE
TRANSPORTATION IMPROVEMENTS AND ADOPTING AN EXPENDITURE PLAN DIRECTING THE
SPENDING OF REVENUES GENERATED FROM SAID TAX MEASURE**

WHEREAS, the San Bernardino County Transportation Authority ("Authority") is authorized to levy a retail transactions and use tax/sales tax ("TUT") in the incorporated and unincorporated territory of San Bernardino County for transportation improvements and projects pursuant to California Constitution Article XIIIIC §2(d), California Public Utilities Code §§180000 et. seq. and Revenue and Taxation Code §§7251 et. seq., subject to adoption of an ordinance/measure imposing the tax and adopting an Expenditure Plan (defined herein) by two-thirds (2/3) of the Authority Board of Directors and subsequent approval of the ordinance/measure by a two-thirds (2/3) vote of the San Bernardino County electors voting on it at a special election called for that purpose; and

WHEREAS, pursuant to voter approval of Measure "I" in 2004, the Authority, as the successor agency of the San Bernardino County Transportation Commission, currently levies a TUT of one-half percent (1/2%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of San Bernardino County, as more specifically set forth in current Commission/Authority Ordinance No. 04-01; and

WHEREAS, the current TUT has a sunset of March 31, 2040, which is 30 years from the operative date of the tax; and

WHEREAS, by its adoption of this Ordinance/Measure (hereinafter referred to as the "Measure"), the Authority intends to propose to voters continuing the current TUT, imposed by Measure "I" in 2004, at the rate of one-half percent (1/2%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of San Bernardino County until repealed by the voters in order to fund Countywide transportation improvements, programs, and services described in the Transportation Expenditure Plan; subject to subsequent approval of the Measure by two-thirds (2/3) of San Bernardino County electors voting on it at a special election called for that purpose; and

WHEREAS, Public Utilities Code §§180201 and 180206 require that a TUT ordinance contain an adopted Expenditure Plan "for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed"; and

WHEREAS, this Ordinance includes a Transportation Expenditure Plan that meets the requirements of Public Utilities Code §§180201 and 180206 and which is hereby incorporated by this reference; and

WHEREAS, the Authority, the San Bernardino County Board of Supervisors, and all of the City/Town Councils representing both a majority of the cities/towns in San Bernardino County and a majority of the population residing in the incorporated areas of San Bernardino County adopted the Expenditure Plan in accordance with Public Utilities Code §180206; and

WHEREAS, this Measure and the Transportation Expenditure Plan include provisions that dedicate revenues from this tax for transportation planning, design, construction, operation, and maintenance only to the benefit of San Bernardino County and cannot be used for other governmental purposes or programs, and provide that funding from this tax is used in accordance with the specified voter-approved Transportation Expenditure Plan. These provisions include:

- The specific projects and programs included in the Transportation Expenditure Plan will be funded by revenue raised by the TUT. The Transportation Expenditure Plan can be changed only after the TUT has been in effect for 10 years (2050) and thereafter in accordance with state law.
- An Independent Taxpayer Oversight Committee was originally created under Measure “I” and will continue to provide for citizen review to verify that all Measure funds are spent in accordance with provisions of the Expenditure Plan and Measure.
- San Bernardino County’s ½% TUT is for transportation programs only and is not intended to replace traditional revenues generated through locally adopted development fees and assessment districts.
- The Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide TUT revenue to any city or to the County unless all federal, state, and local revenues currently used by that agency for transportation purposes continue to be used for transportation purposes; and

WHEREAS, by separate resolution, the Authority intends to submit the Measure to the voters at a Special Election to be consolidated with the November 3, 2026 Statewide General Election.

NOW, THEREFORE, THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND THE PEOPLE OF SAN BERNARDINO COUNTY HEREBY ORDAIN AS FOLLOWS:

ARTICLE I. INCORPORATION OF RECITALS. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

ARTICLE II. AUTHORITY ADOPTION OF A TRANSPORTATION RETAIL TRANSACTIONS AND USE TAX (TUT) AND TRANSPORTATION EXPENDITURE PLAN. By a two-thirds (2/3) vote, the San Bernardino County Transportation Authority and the People of San Bernardino County hereby adopt the following Measure:

SECTION 1. PURPOSE. This Measure authorizes the Authority to continue levying a TUT at the rate of one-half percent (1/2%) in the incorporated and unincorporated territory of San Bernardino County for transportation improvements and programs pursuant to California Public Utilities Code §§18000 *et. seq.* Pursuant to Public Utilities Code §180250, this Measure also authorizes the Authority to issue bonds secured by said tax revenues, and by Measure I revenues to the extent projects funded by the bonds are in both the Expenditure Plan and the Measure I Expenditure Plan, provides for the collection and administration of the tax by the California Department of Tax and Fee Administration (“CDTFA”), and adopts a Transportation Expenditure Plan allocating tax revenues to transportation improvements, programs, and services to the benefit of San Bernardino County.

SECTION 2. DEFINITIONS. The following definitions shall apply in this Measure:

- A. “Authority” means the San Bernardino County Transportation Authority. The Legislature created the Authority, effective January 1, 2017 (Public Utilities Code Sections 130800 *et seq.*), consolidating the San Bernardino County Transportation Commission and other transportation-related entities into one agency, which shall be known as the Authority. In 1989, the San Bernardino County Transportation Commission was designated by the San Bernardino County Board of Supervisors to serve as the Local Transportation Authority pursuant to the provisions of Public Utilities Code §§ 180050 *et seq.*
- B. “Bonds” means bonds, notes, contracts or other forms of indebtedness issued or entered into in accordance with this Measure.
- C. “Committee” means the Independent Taxpayer Oversight Committee established herein.
- D. “County” means San Bernardino County.
- E. “Existing Tax” means the current ½% TUT levied by the Authority, as the successor agency to the San Bernardino County Transportation Commission, pursuant to Ordinance No. 89-

01, Ordinance No. 90-01, and Ordinance No. 04-01.

F. "Expenditure Plan" or "Transportation Expenditure Plan" means the San Bernardino County Transportation Authority Transportation Expenditure Plan (attached as Exhibit "A" and incorporated herein by this reference) outlining transportation improvements, programs and services for which tax revenues may be expended, which is hereby expressly adopted as part of this Measure pursuant to California Public Utilities Code section 180206, including any future amendments thereto which are authorized by law.

G. "Local Jurisdiction" means a city or town in the County or the County.

H. "Measure" or "Ordinance" means this ordinance/ballot measure presented to voters seeking authorization to levy the tax and the approval of the Expenditure Plan.

SECTION 3. CONTINUED LEVY OF ONE-HALF PERCENT (1/2%) RETAIL TRANSACTIONS AND USE TAX (TUT). Upon approval of two-thirds (2/3) of the local voters casting votes on this Measure, the Authority shall continue to levy, in the incorporated and unincorporated territory of San Bernardino County, a retail transactions and use tax (TUT) at the rate of one-half percent (1/2%). The tax shall be collected until it is repealed by a subsequent ballot measure approved by County voters and until all debt is satisfied and committed contracts are fulfilled. The tax shall be imposed by the Authority in accordance with Section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. This tax shall be in addition to any other taxes authorized by law, including any existing or future State or local sales tax or transactions and use tax.

SECTION 4. RETURN TO SOURCE. After deduction of required California Department of Tax and Fee Administration fees and authorized administrative costs, revenues generated from each specified Subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects with direct benefit to that Subarea, except as set forth herein. Revenues will be accounted for separately for each Subarea and then allocated to specified project categories in each Subarea. Decisions on how revenues are expended within the Subareas for certain project categories, as defined in the Expenditure Plan, will be made by the Authority Board of Directors, based upon recommendations of local representatives. Other than the projects identified in the Interregional Mobility Expenditure Plan, revenues generated within a Subarea shall not be expended on projects without direct benefit to that Subarea except with approval of two-thirds (2/3) of the jurisdictions within the affected Subarea. Notwithstanding the foregoing, revenues shall be available as required to pay debt service on bonds regardless of the subarea in which the revenue was collected.

SECTION 5. TRANSPORTATION PURPOSES/EXPENDITURE PLAN.

A. Pursuant to Public Utilities Code §§180205 and 180206, revenues from this tax shall be used for transportation purposes only and may include, but are not limited to, administration of

the tax and its revenues, including legal actions related thereto and costs of the initial preparation of this Ordinance and the election thereon; the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways; the construction, maintenance, improvements, and operation of public transit systems including rail and bus facilities and service; transportation technologies; and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with the issuance of bonds. The Authority shall allocate revenues from this tax in accordance with the Expenditure Plan adopted herein and for any other purposes authorized by law.

- B. Commencing in 2050 and at least every ten years thereafter, the Authority shall review and, where necessary, propose revisions to the Expenditure Plan. Such proposed revisions shall be submitted for approval according to the procedures set forth in this Subsection. Until approved, the then existing Expenditure Plan shall remain in full force and effect.
 1. Such review shall consider recommendations from local jurisdictions, transportation agencies and interest groups, and the general public.
 2. The Authority shall notify all local jurisdictions and the Board of Supervisors in writing of the proposed revision, reciting reasons and findings for the revision.
 3. The revision(s) to the Expenditure Plan shall become effective 45 days after the notice referenced in 2, above, is given.
 4. The boundaries of Subareas shall be revised only by unanimous approval of all local jurisdictions in the Subareas whose boundaries would be revised.

SECTION 6. BONDING AUTHORITY. The Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, Bonds, notes, contracts, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section 5 above, including the carrying out of transportation projects described in the Expenditure Plan. To the extent Bond proceeds are to be spent on projects identified in both the Measure I Expenditure Plan and the Expenditure Plan, the Authority shall have the power to issue bonds secured by the Existing Tax revenues and the Measure's tax revenues. The Authority shall have a debt policy that will identify debt affordability limits, which are the maximum amounts that can be used to pay debt service.

SECTION 7. MAINTENANCE OF EFFORT. The Authority, by enactment of this Ordinance, intends that the additional funds provided to local jurisdictions and transit agencies pursuant to this Measure shall supplement existing federal, state, and local revenues used for street, highway, and public transit purposes as of Fiscal Year 2038-39. Transactions and use tax revenue shall not be used to replace requirements for new development to provide for its own transportation facilities. Under this Measure, funding priorities should be given to addressing road and transit needs, easing congestion, improving

roadway safety, increasing mobility services, and implementing active transportation solutions where feasible. Local jurisdictions and transit operators shall maintain their existing commitment of transportation funds for street, highway, and public transit purposes pursuant to this Measure, and the Authority shall enforce this Section by appropriate actions including fiscal audits of the local jurisdictions and adoption of implementing policies.

SECTION 8. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue from the Local Mobility categories shall be used to replace the fair share contributions required from new development. The methodology to determine the local fair share contributions shall be established by the Authority Board of Directors.

SECTION 9. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE. The extant Independent Taxpayer Oversight Committee (“Committee”) shall continue in place up to and after April 1, 2040, to provide citizen review and to ensure that all funds generated by this tax are spent in accordance with the Expenditure Plan and this Ordinance as specified in Exhibit B of this Ordinance, which contains the specific terms and conditions for an Independent Taxpayer Oversight Committee and its review of periodic independent financial audits.

SECTION 10. LIMITATION ON EXPENDITURE FOR ADMINISTRATIVE COSTS AND OTHER PURPOSES. The Authority shall establish an Administration fund, and one percent (1%) of the annual net amount of revenue raised by the tax shall be credited to this fund. Pursuant to Public Utilities Code §180109, the salary and benefits of staff required to administer the TUT shall not exceed the revenues in the Administration fund.

SECTION 11. ANNUAL APPROPRIATIONS LIMIT. Pursuant to Article XIIIIB §4 of the California Constitution and Public Utilities Code §180202, the appropriations limit for the Authority will be increased by the maximum projected aggregate collection authorized by the levy of this tax, as indicated in Section 3, in each of the years covered by this Measure plus the amount, if any, by which the appropriation limit is decreased by law as a result of the levy of the tax set forth in this Measure. The appropriations limit has and shall be subject to adjustment as provided by law.

SECTION 12. ADOPTION DATE OF MEASURE AND OPERATIVE DATE OF TAX. This Measure shall take effect at the close of the polls on the day of election at which this Measure is adopted by a vote of the electorate. Collection of the tax under this Measure shall commence on April 1, 2040.

SECTION 13. DURATION/TERM OF TAX. The tax enacted by this Measure shall continue to be levied until this Measure is repealed by the voters; provided that the tax shall continue to be collected while Bonds are outstanding and until committed contracts are fulfilled.

SECTION 14. TECHNICAL PROVISIONS FOR COLLECTION AND ADMINISTRATION OF TAX. By their adoption of this Ordinance, the Authority and the voters of San Bernardino County hereby expressly incorporate the technical provisions for the collection and administration of this tax by the CDTFA, which are required by State law and are specifically set forth in Ordinance No. 26-1,

which was adopted by the Authority on _____, 2026.

SECTION 15. CONFLICT BETWEEN ORDINANCE AND EXPENDITURE PLAN. In the event of any conflict between the terms of this Ordinance and the terms of the Expenditure Plan, the terms of this Ordinance shall control.

SECTION 16. THE EXISTING TAX. Nothing in the Ordinance is intended to modify, repeal, alter, or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

ARTICLE III. CEQA COMPLIANCE. The Authority finds that the approval of this Ordinance is not a “project” and, alternatively, is exempt from the California Environmental Quality Act (“CEQA”). The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Authority’s provision of transportation services. The Ordinance does not commit the Authority to any particular project, program, or capital improvement. Accordingly, the Authority finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely “[t]he creation of [a] government funding mechanism[] or other government fiscal activit[y], which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.” (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 130350, approving the Ordinance is not an approval that commits the Authority to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also be seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

ARTICLE IV. SEVERABILITY. If any provision of this Ordinance/Measure or the application thereof to any person or circumstance is held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining provisions, and the Authority and the People of San Bernardino County declare that they would have passed each part of this Ordinance irrespective of the validity of any other part.

ARTICLE V. CERTIFICATION. The Clerk of the Board shall certify the adoption of this Measure as an ordinance and shall record it in the official records of the Authority.

PASSED AND ADOPTED by the San Bernardino County Transportation Authority this ____day of _____, 2026 by the following vote of the Authority Board and approved by a two-thirds vote of San Bernardino County voters at a Special Election consolidated with the Statewide General Election held on November 3, 2026:

AYES:

NOES:

ABSTAIN:

ABSENT:

XXXXXX, Chairman

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

General Counsel

Exhibit A

Transportation Expenditure Plan

Revenue Estimates and Distribution. Allocation of revenue authorized by Ordinance No. 26-1 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues for allocation among categories for the first 30 years is \$7.5 billion. The estimated revenue is based upon 2026 value of money and is not binding or controlling.

Return to Source. After deduction of required CDTFA fees, funds dedicated for the Interregional Mobility Expenditure Plan and authorized administrative costs, revenues generated from each specified Subarea within San Bernardino County will be expended on projects of direct benefit to that Subarea. Revenues will be accounted for separately for each Subarea and then allocated to specified project categories. Decisions on how revenues for certain project categories are expended within the Subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

Subarea Identification. The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain/Desert area will include the following subareas: (1) the North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) the Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) the Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) the Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

Contribution from New Development. No revenue generated from the tax shall be used to replace the fair share contributions required from new development as further described in Section 8 of the Ordinance.

Requirement for Annual Financial and Compliance Audits of Measure Funds. The San Bernardino County Transportation Authority shall undergo a biennial financial audit, and each local jurisdiction receiving an allocation of Measure revenue authorized in this Expenditure Plan shall undergo an annual financial audit, with all audits to be performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure revenue, including compliance with Maintenance of Effort provisions.

The Interregional Mobility Expenditure Plan. Upon initial collection of revenue, 3% of the revenue generated across all San Bernardino County subareas will be reserved in advance of other allocations specified in this plan in an account for the Interregional Mobility Expenditure Plan. The Interregional Mobility Expenditure Plan will provide resources for the planning and implementation of projects and programs that provide critical infrastructure to communities impacted by regional motorist, tourism, interregional travel, and goods movement. This program will help plan and deliver critical infrastructure improvements, such as enhancements in the Cajon Pass and other key corridors, that address congestion, enhance mobility, improve safety, and strengthen resilience. It will also support evacuation planning,

bolster emergency response capabilities, improve primary evacuation routes, and fund transit-related evacuation needs. In addition, the program will be available to address unexpected infrastructure damage resulting from natural or human-caused disasters, ensuring rapid recovery and the restoration of essential interregional mobility.

San Bernardino Valley Subarea Expenditure Plan. In that area described as the San Bernardino Valley Subarea, and referred to herein as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Figure A.

- A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley Subarea.
- B. Local Mobility 25%.** Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass-through for local priorities such as: local street widening and rehabilitation, potholes, grade separations, sidewalks, bike lanes, streetlights, and railroad quiet zones. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Upon initial collection of revenue, each local jurisdiction shall reserve 5% of allocated revenue in a special account to be expended on active transportation projects. Eligible active transportation projects may include, at the discretion of the local jurisdiction, but are not limited to, bicycle and pedestrian projects and costs for associated studies or plans. If, after at least ten years of revenue collection, the local jurisdiction's governing body makes a finding that the reserve for active transportation projects is no longer necessary, and the Authority Board of Directors subsequently approves the finding, then all Local Mobility funds allocated to the local jurisdiction may be used for any eligible purpose.

Local Mobility projects are defined as local street and road construction, repair, and maintenance and other eligible local transportation priorities. Except as set forth herein, Local Mobility funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Mobility funds shall be based upon a Five-Year Plan adopted annually by the governing body of each local jurisdiction after being made available for public review and comment. Local Mobility funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five-Year Plan. The locally adopted Five-Year Plan shall be consistent with local, regional, and state transportation plans.

- C. Regional Mobility 50%.** Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement and include: highway improvements, bus and passenger rail (capital and rehabilitation), corridors, interchanges, environmental mitigation, traffic management systems (freeway service patrol and air quality strategies), railroad quiet zones, planning and project development, and emerging transportation technology.

Regional Mobility projects are defined as congestion relief and safety improvements to corridors that connect communities, serve major destinations, and provide freeway access. Decisions on how Regional Mobility funds are expended will be made by the Authority Board of Directors, based upon recommendation of local jurisdiction representatives. Funding priorities shall be given to improving

roadway safety, relieving congestion, and street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program. Eligible projects also include, but are not limited to, signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects that contribute to environmental enhancement associated with transportation facilities.

D. Operations 25%. Resourcing the operational costs for providing mobility services via rail, transit, senior and specialized services, first/last mile connections, ridesharing, and safety support functions. Decisions on how Operations funds are expended will be made by the Authority Board of Directors, based upon recommendations of local jurisdiction representatives. Funding priorities shall be given to maintaining core services across all modes of mobility.

Mountain/Desert Expenditure Plan. In that area described as the Mountain/Desert area, the following Expenditure Plan requirements shall apply. The Mountain/Desert Expenditure Plan is illustrated in Figure B.

A. State and Federal Transportation Funds. A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert Subareas.

B. Local Mobility 70%. Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair, and maintenance for improved localized movement. Includes pass-through for local priorities such as: local street widening & rehabilitation, potholes, grade separations, sidewalks, bike lanes, and streetlights. Allocations to local jurisdictions shall be based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon CDTFA data.

Upon initial collection of revenue, each local jurisdiction shall reserve 5% of allocated revenue in a special account to be expended on active transportation projects. Eligible active transportation projects may include, at the discretion of the local jurisdiction, but are not limited to, bicycle and pedestrian projects and costs for associated studies or plans. If, after at least ten years of revenue collection, the local jurisdiction's governing body makes a finding that the reserve for active transportation projects is no longer necessary, and the Authority Board of Directors subsequently approves the finding, then all Local Mobility funds allocated to the jurisdiction may be used for any eligible purpose.

Local Mobility projects are defined as local street and road construction, repair, and maintenance and other eligible local transportation priorities. Except as set forth herein, Local Mobility funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Mobility funds shall be based upon a Five-Year Plan adopted annually by the governing body of each local jurisdiction after being made available for public review and comment. Local Mobility funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five-Year Plan. The locally adopted Five-Year Plans shall be consistent with other local, regional, and state transportation plans.

C. Regional Mobility 20%. Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement and include: highway improvements, bus and passenger rail (capital and rehabilitation), corridors, interchanges, environmental mitigation, traffic management systems (freeway service patrol and air

quality strategies), planning and project development, and emerging transportation technology.

Revenue collected within each Subarea shall be reserved in a special account to be expended on Regional Mobility projects of benefit to the Subarea. Regional Mobility projects are defined as major streets and highways serving as primary routes of travel within the Subarea, which may include State highways and freeways, where appropriate. Regional Mobility funds can be used to leverage state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Regional Mobility funds shall be approved by the Authority Board of Directors, based upon a recommendation of Subarea representatives and the Mountain/Desert Policy Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Policy Committee make a finding that Regional Mobility funds are not required for improvements of benefit to the Subarea, then revenue in the Regional Mobility category may be returned to local jurisdictions within the Subarea. Such return shall be allocated and expended based upon the formula and requirements established in the Local Mobility category.

- D. Operations 10%.** Resourcing the operational costs for providing mobility services via rail, transit, senior and specialized services, first/last mile connections, ridesharing, and safety support functions. Decisions on how Operations funds are expended will be made by the Authority Board of Directors, based upon recommendation of Subarea representatives and the Mountain/Desert Policy Committee and/or Transit Committee. Funding priorities shall be given to maintaining core services across all modes of mobility services.

The Authority Board of Directors, based upon recommendation of Subarea representatives and the Mountain/Desert Policy Committee, may provide additional funding beyond 10% upon a finding that such increase is required to address unmet transit needs of the Subarea. All increases above the 10% initial revenue collected for the Operations category shall come from the Local Mobility category of the Subarea.

- E. Mountain/Desert Policy Committee.** The Mountain/Desert Policy Committee of the Authority shall remain in effect and provide oversight of the implementation of the Mountain/Desert Expenditure Plan.

Measure “I”
Transportation Expenditure Plan

FIGURE A
San Bernardino Valley Subarea Expenditure Plan

Local Mobility 25%

Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair and maintenance for improved localized movement. Includes pass through for local priorities.

- Local Street Widening & Rehabilitation
- Potholes
- Grade Separations
- Sidewalks
- Bike Lanes
- Streetlights
- Quiet Zones

Regional Mobility 50%

Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement.

- Highway Improvements
 - Managed Lanes
- Bus and Passenger Rail
 - Capital and Rehabilitation
- Corridors
 - Roadway, Transit, ATP
- Interchanges
- Environmental Mitigation
- Traffic Management Systems
 - Freeway Service Patrol
 - Air Quality Strategies
- Planning and Project Development
- Emerging Transportation Technology
- Quiet Zones

Operations 25%

Resourcing the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions.

- Transit Operations
 - Bus, Rail, Innovative Technology
 - Student, Senior, Disabled, and Veteran Transit
- Traveler Emergency Network
- Vanpool/Ride Share
- First/Last Mile

DRAFT

FIGURE B
Mountain/Desert Expenditure Plan

Local Mobility 70%

Local priorities that focus on local roadway, bikeway, and sidewalk construction, repair and maintenance for improved localized movement. Includes pass through for local priorities.

- Local Street Widening & Rehabilitation
- Potholes
- Grade Separations
- Sidewalks
- Bike Lanes
- Streetlights
- Quiet Zones

Regional Mobility 20%

Regional priorities that focus on goods movement, transit, managed lanes, congestion management, and emerging transportation technologies to enhance regional movement.

- Highway Improvements
 - Managed Lanes
- Bus and Passenger Rail
 - Capital and Rehabilitation
- Corridors
 - Roadway, Transit, ATP
- Interchanges
- Environmental Mitigation
- Traffic Management Systems
 - Freeway Service Patrol
 - Air Quality Strategies
- Planning and Project Development
- Emerging Transportation Technology
- Quiet Zones

Operations 10%

Resourcing the operational costs for providing mobility services via transit, senior and specialized services, first/last mile connections, and safety support functions.

- Transit Operations
 - Bus, Rail, Innovative Technology
 - Student, Senior, Disabled, and Veteran Transit
- Traveler Emergency Network
- Vanpool/Ride Share
- First/Last Mile

Exhibit “B”

Independent Taxpayer Oversight Committee (ITOC)

ITOC Goal and Function. Voter approval of this Measure shall result in the continuation of the existing Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to ensure that all Measure funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 26-1, Measure I and the Measure I Expenditure Plan.

Audit Requirement. The Authority shall undergo a biennial financial audit, and each local jurisdiction receiving an allocation of Measure revenue authorized in the Expenditure Plan shall undergo an annual financial audit, with all audits to be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the Authority as defined by the Governmental Accounting Standards Board and the financial and compliance audits of the member jurisdictions.

Role of Financial and Compliance Audit and the ITOC. The ITOC shall review the annual audits of the Authority and local jurisdictions; report findings based on the audits to the Authority; and recommend any additional audits for consideration that the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Authority Board of Directors meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

Membership and Selection Process. The Authority shall have an open process to select five committee members, which shall include solicitation of trade and other organizations to suggest potential nominees to the committee. The committee members shall possess one of the following credentials:

- Professional in the field of municipal audit, finance, and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- Licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure funding.

- Three public members who possess knowledge and skills that will be helpful to the work of the ITOC.

The President and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

Terms and Conditions for Committee. Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than twelve years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the County or a full-time staff member of any city/town, the County government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If vacancies on the ITOC occur, for any reason, Authority staff will collaborate with Authority Board members to find an appropriate replacement within 90 days of the vacancy or as soon thereafter as possible, to fill the remainder of the term.
- When more than one application is received for a vacancy, the General Policy Committee will make a recommendation to the Authority Board of Directors to appoint an applicant to the ITOC.
- When only one application is received, the Board President will recommend to the Board the applicant's appointment to the ITOC.

ITOC Operation Protocols.

- The ITOC shall continue as long as Measure revenues are collected.
- Authority Board of Directors and staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

Conflict of Interest. ITOC voting members shall have no legal action pending against the Authority and are prohibited from acting in any commercial activity directly or indirectly involving the Authority, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity that receives the transportation tax funds authorized by the voters in this Ordinance.

Exhibit C (Ballot Question)

Measure “I” Local Transportation Improvement Program

San Bernardino County Road Repair/Traffic Relief Extension

Without raising tax rates, shall an ordinance to fund repairing potholes; keeping local roads in good condition; completing freeway/highway projects to improve traffic flow/safety, reduce traffic bottlenecks; upgrading aging bridges/overpasses; creating local jobs; keeping student/senior/disabled/veteran transit fares low be adopted, extending the $\frac{1}{2}\text{¢}$ voter-approved transportation sales tax, providing approximately \$250,000,000 annually until ended by voters, requiring audits, oversight, spending disclosure, local control?

DRAFT

Attachment No. 1 to Agenda Item No. 4

Regional Readiness
(PowerPoint)

From Jurisdictional Silos to Regional Readiness

January 2026



Office of Emergency Services

Crisanta Gonzalez, MPA
Director
Office of Emergency Services

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Overview of Emergency Management

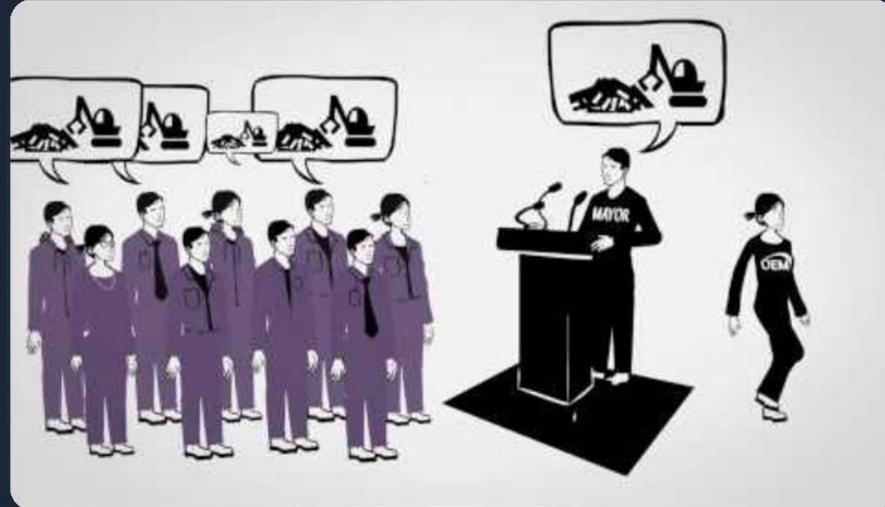
This presentation provides an overview of **emergency management** in San Bernardino County.

- What is an Emergency Manager
- Shared Threats
- Shared Solutions



Office of Emergency Services

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<https://www.youtube.com/watch?v=3jXlhPGs0I8>

Understanding the Role of Emergency Managers

[Link](#)



Office of Emergency Services

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Each Jurisdiction is a Silo

But we have shared THREATS

4

County's Top Hazards: Man-Made Risks

HAZARDOUS MATERIALS

The transportation and storage of hazardous materials pose significant risks, including spills and leaks, which can lead to environmental contamination and public health emergencies in our communities.

LITHIUM BATTERY RISKS

Lithium battery fires and explosions present a growing hazard, particularly in transportation and waste management sectors, necessitating strict safety protocols and education to mitigate potential incidents.

TERRORISM THREATS

The threat of terrorism impacts public safety and infrastructure, requiring coordinated response strategies and robust preventive measures to safeguard communities from potential attacks and disruptions.



Office of Emergency Services

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County's Top Hazards: Natural Risks

WILDFIRES

The county experiences frequent and severe wildfires due to its rugged terrain and climate conditions, prompting ongoing community outreach, training, and discussions about fire preparedness.

FLOODING

Flooding can result from heavy rainfall, monsoonal thunderstorms, and rapid snowmelt, causing infrastructure damage and disrupting communities.

STORMS

Severe storms, including higher than normal snow levels, heavy winds and hail, can lead to power outages and hazardous conditions.

EARTHQUAKES

For 2024 and 2025 San Bernardino County has experienced more than 5 earthquakes above a M4.0

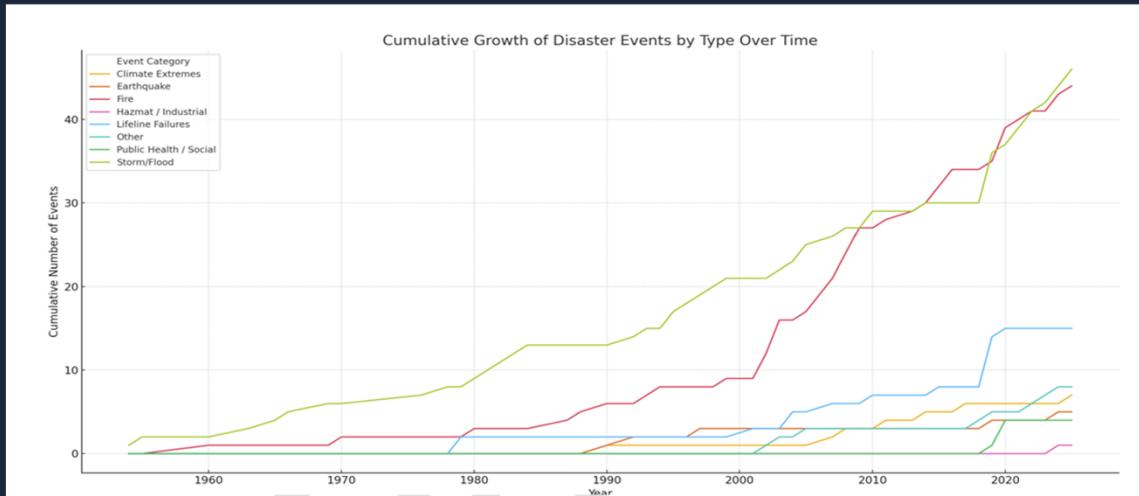


Office of Emergency Services

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County Hazard Growth



Office of Emergency Services

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Each Jurisdiction is a Silo

But we have shared SOLUTIONS

8

Solutions through Collaboration

EMERGENCY PLANNING

San Bernardino County OES implemented a Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) to ensure all cities and towns reduce long-term risk, protect life and property, and remain eligible for federal and state mitigation funding. MJHMP ensures hazards are addressed regionally rather than in silos

TRAINING & EXERCISES

Operational Area readiness is dependent on bringing regional training to ensure a shared understanding of the SEMS/NIMS, ICS roles, and EOC functions.

COMMUNITY ENGAGEMENT

OES and local government prioritize public education to empower residents with resources needed to effectively respond to disasters and enhance their community resilience.

EOC INFORMATION SHARING

Interoperability between City EOCs, the OA EOC, and incident partners establishes a common operating framework across jurisdictions.

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Emergency Operations Center

During an event or emergency OES may activate the Emergency Operations Center (EOC) to strengthen interagency collaboration and public awareness.

Although Cities and Towns may not activate their local EOC's it is important for each Emergency Manager, City Manager, or Fire Chief to log in to WebEOC and update their status during an event that affects the Operational Area.

The intelligence gathered by the County EOC from regional partners is critical for effective emergency management and re-building a resilient infrastructure which in turn conveys trust and confidence to our communities.



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Submitting Information and Intelligence to the EOC

The OES Duty Officer will create an incident in WebEOC to gather data

SITTING AT THE EOC

- Have a WebEOC log in
 - Contact the OES Duty Officer to set one up if you do not already have one.
- You will be assigned to an Emergency Support Function (ESF), Incident Command System position, or as an Agency Representative
- Follow the Direction of your Section Coordinator (Chief)

FROM YOUR JURISDICTION

- An email from the OES Duty Officer will be sent out requesting a check in from each jurisdiction.
- In the WebEOC incident will be a status board for jurisdictions to check in status (red, yellow, green)
- Be sure to have jurisdictional photos of infrastructure before any events for support of damage assessments

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WebEOC OPERATIONAL AREA SITUATION DASHBOARD:

Agency Type	Agency / Dept Name	Can Be Edited By	Overall Status
City and Town	City of Big Bear Lake	CT - BBL - EOC Management	Green - Little sign of apparent impact
City and Town	City of Chino Hills	CT - CHS - EOC Management	Green - Little sign of apparent impact
City and Town	City of Colton	CT - COL - EOC Management	Green - Little sign of apparent impact
City and Town	City of Fontana	CT - FON - EOC Management	Green - Little sign of apparent impact
City and Town	City of Grand Terrace	CT - GRT - EOC Management	Green - Little sign of apparent impact
City and Town	City of Highland	CT - HIL - EOC Management	Green - Little sign of apparent impact
City and Town	City of Montclair	CT - MON - EOC Management	Green - Little sign of apparent impact
City and Town	City of Ontario	CT - ONT - EOC Management	Green - Little sign of apparent impact
City and Town	City of Redlands	CT - RED - EOC Management	Green - Little sign of apparent impact
City and Town	City of Twenty-nine Palms	CT - TWP - EOC Management	Green - Little sign of apparent impact
City and Town	City of Upland	CT - UPL - EOC Management	Green - Little sign of apparent impact
City and Town	Town of Apple Valley	CT - APV - EOC Management	Green - Little sign of apparent impact
City and Town	City of Yucaipa	CT - YUC - EOC Management	Amber - Signs of impact to both people and structures
County Department	DPW - Transportation	SBCOA - DEPT - DPW - DEC	Amber - Signs of impact to both people and structures
County Department	OES	SBCOA - DEPT - OES - DEC	Amber - Signs of impact to both people and structures
County Department	SBCFD	SBCOA - DEPT - SBCFD - DEC	Amber - Signs of impact to both people and structures
School	District - Snowline Joint Unified	School - District - Snowline Joint Unified	Amber - Signs of impact to both people and structures
City and Town	City of Hesperia	CT - HES - EOC Management	Red - Major problems to report
County Department	LUS	SBCOA - DEPT - LUS - DEC	Red - Major problems to report

This will be the final Situation Summary for the
2025 December Adverse Weather
unless the situation warrants further communication

DECEMBER 2025
ADVERSE WEATHER -
INITIAL WebEOC
STATUS BOARD

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Thank You Questions?



WEBSITE
<https://prepare.sbcounty.gov/>



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San Bernardino Regional Homeless Strategic Plan

Monique Reza-Arellano
Director of the Council of Governments



Overarching Purposes:

- Establish a collaborative approach to homelessness that effectively increases housing and shelter capacity, leverages diverse funding sources, addresses root causes and measurably reduces unsheltered homelessness countywide.
- Foster meaningful partnerships between the County and local jurisdictions that respect municipal autonomy while providing centralized resources, technical assistance, and coordination – creating a unified response system where all stakeholders participate in decision-making processes.



Project Goals

Establish governance, communication, and project infrastructure

Work Product Deliverables (WPDs):

- *Project plan*
- *Meeting schedules*
- *Communications strategy*
- *Quality assurance/quality control protocols*

Task One

Project Management

Tasks:

- *Project kick-off*
- *Bi-weekly project check-in calls*
- *Schedules, agendas, notes*



Project Scope

Develop a shared understanding of the current homelessness landscape and resource ecosystem

WPDs:

- *Data memos, dashboards, infographics, and profiles*
- *Return of investment analysis*
- *Best practices and emerging strategies review*
- *Stakeholder outreach*

Task Two

Existing Conditions Analysis and Inventory of Existing Resources

Tasks:

- *Establish partnerships with local universities and/or research centers*
- *Data collection and literature reviews*
- *Evidence-Based Assessments*



Project Scope

Build a coordinated, actionable regional strategy based on feedback from stakeholders

WPDs:

- *Draft Regional Homelessness Strategic Plan (RHSP)*
- *Cost/benefit analysis*
- *Risk register*
- *Governance framework*
- *Learning opportunities*

Task Three

Resource Optimization

Tasks:

- *Facilitate strategic planning sessions*
- *Maintain a continuous feedback loop with stakeholders and SBCOG staff*



Project Scope

Equip stakeholders with tools and guidance for execution

WPDs:

- *Final RHSP*
- *Implementation tool kit*
- *Data protocols*
- *Presentation materials*

Task Four

Develop Strategic Plan

Tasks:

- *Submit draft plan for 30-day public review*
- *Incorporate feedback and finalize strategic plan*
- *Stakeholder engagement supporting the adoption of the RHSP*



Project Scope

		San Bernardino Homeless Strategic Plan																								
		2025			2026			2027			2028															
Scope of Work and Tasks		N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	N	
Task #		Task 1: Project Management																								
1.1	Project kick-off																									
1.2	Bi-weekly PM meetings with client (.50)																									
1.3	Agendas, notes, scheduling																									
Task 2: Existing Conditions: Evidence-based Assessments																										
2.1	Population Analysis: Develop profiles of homeless subpopulations and heat maps																									
2.2	Service Utilization: Track engagement																									
2.3	Capacity Planning: Identify evidence-based metrics																									
2.4	Program Evaluation: Specifically of C.O.A.S.T.																									
2.5	Municipal Data Access: Create city-specific dashboards and establish regular data-sharing protocol																									
2.6	Staff Development: Implement technical assistance																									
2.7	Collaborative Learning: Establish quarterly knowledge-exchange symposiums with rotating municipal hosts																									
2.8	Geospatial Analysis																									
Task 3: Resource Optimization																										
3.1	Evaluate existing funding and uses																									
3.2	Identify funding opportunities																									
3.3	Evaluate competitiveness for funding																									
3.4	Governance Enhancement: evaluate existing agency structures																									
3.5	System integration: Identify current county intradepartmental coordination and communication																									
3.6	Municipal data summaries: Cost analysis for city-specific dashboards and data sharing																									
3.7	Stakeholder engagement: Review findings with COG members																									
3.8	Create demographic summary memo																									
3.9	Executive summary of data analysis for creating outreach narrative																									
3.10	Development of graphics, fact sheets, or infographics for communicating key finding																									
3.11	Develop memo identifying current resources and assets																									
3.12	Develop memo identifying existing funding sources for current services and infrastructure																									
3.13	Return of investment analysis of current infrastructure and services																									
3.14	Best practices literature review on homelessness																									

		2027												2028												
Scope of Work and Tasks		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N		
3.15	Report and presentation of options/recommendations																									
Task 4: Develop Strategic Plan																										
4.1	Develop Collaborative Governance Framework/Model																									
4.3	Develop strategy for Joint Facilities Assessment																									
4.4	Develop joint service integration models (4 populations)																									
4.5	Develop capital and operating cost models for new infrastructure																									
4.7	Municipal contribution formula																									
4.8	Communications Plan																									
4.9	Model Adaptation Strategies: Develop approaches to knowledge transfer and technical assistance																									
4.10	Develop Key Performance Indicators: Overall initiative and city-specific																									
4.11	Develop data sharing partnerships and protocols and cost projections for ongoing data collection and sharing																									
4.12	Develop System Integration Architecture/Communications																									
4.13	Develop implementation strategies for identified priorities from Task 2.																									
4.14	Develop implementation strategies for identified priorities from Task 3.																									
4.15	Develop Cost/Benefit analysis of Task 3 priorities																									
4.16	Develop Risk Register																									
4.17	Develop Draft RHSP																									
4.18	Develop Final RHSP																									
4.19	Develop implementation Toolkit (14 presentations)																									
4.20	Final plan																									

Teams and Committees

- >The **core team** – small group responsible for project management: coordination, budget, timelines and deliverables (HMA+Amplify, Monique)
- >The **project team** – medium sized group responsible for project direction and connection to the communities. (SBCOG and representative(s) from the county)
- >The **steering committee** – larger community group responsible for continuous feedback, on the ground perspectives, information sharing (cross sector teams, local agency levels, project stakeholders, etc.)



Project Management

Data Request Memo Overview

- Establish a standardized, secure data transfer
- Intend to leverage existing reporting and analyses and partner resources/assets regarding data analysis and reporting
- Extracts or secure, view-only access data extracts to cover January 1, 2019 – December 31, 2025 (or latest available)
- Academic partners (CSU San Bernardino): support for data cleaning, analysis, GIS mapping



Task 2 - Data Request

Identified Data Sources

1. Homeless Management Information System (HMIS) / Coordinated Entry System / (primary repository; includes household types and coordinated entry)
2. Point-In-Time Count (annual counts, subpopulations)
3. Housing Inventory Count (via HMIS)
4. HOPE program contact and disposition data
5. Pathways to Housing Network referrals and outcomes
6. Municipal datasets: EMS transports, ED encounters, 911 calls, police contacts, mobile crisis, street outreach, housing navigation, sobering centers
7. Housing authorities: voucher issuances, utilization, lease-up times, waitlists; placements to permanent supportive housing, rapid rehousing, and subsidized units
8. County Community Development & Housing (CDH) programs funded by CDBG (Community Development Block Grant): CDBG-funded activities relevant to homelessness support services and facility inventories
9. Others?



Task 2 - Data Request

QUESTIONS

