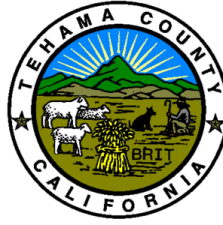


# TEHAMA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY TECHNICAL ADVISORY COMMITTEE



1509 Schwab St. Red Bluff, CA 96080

## AGENDA FOR WEDNESDAY, SEPTEMBER 3, 2025

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**3:00 PM**

Chairman: Scott Miller, City of Red Bluff  
Vice-Chairman: Elijah Stanley, City of Corning

Tami Quigley, Caltrans District 2; Carolyn Steffan, City of Tehama  
Lynn Siedschlag, Paskenta Band of Nomlaki Indians, Tom Provine, County of Tehama

This meeting conforms to the Brown Act Open Meeting Requirements, in that actions and deliberations of the Tehama County Regional Transportation Planning Agency Technical Advisory Committee created to conduct the people's business are taken openly; and that the people remain fully informed about the conduct of its business. Any written materials related to an open session item on this agenda that are submitted to the Recording Secretary less than 72 hours prior to this meeting, and that are not exempt from disclosure under the Public Records Act, will promptly be made available for public inspection at Tehama County Transportation Commission, 1509 Schwab St., Red Bluff, CA 96080.

1. **Call to Order**
2. **Public Comment**
3. **TAC Announcements**
4. **Approval of Minutes - Associate Transportation Planner Houghtby** [25-1563](#)

Waive the reading and approve the minutes from the July 9th , 2025 Regional Transportation Planning Agency Technical Advisory Committee regular meeting.

**Attachments:** [RTPA TAC 7.9.25 Minutes'](#)

**5. Tehama County Regional Transportation Improvement Program [25-1554](#)**

Review and Approval of the 2026 Regional Transportation Improvement Program (RTIP) Recommendations.

**Attachments:** [Table 3](#)

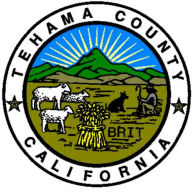
**6. Corridor Study and Gap Closure Project Update [25-1556](#)**

Informational presentation regarding the Corridor Study and Gap Closure Project.

**Attachments:** [2025- August State Route 99W Corridor Planning and Preliminary Design Study](#)  
[FY2025 Disaster Supplemental Fact Sheet](#)  
[DS25-NOFO-Webinar-2-Readiness-Path](#)

**7. Items for Future Agenda****8. Closing Comments****9. Adjourn**

The County of Tehama does not discriminate on the basis of disability in admission to, access to, or operation of its buildings, facilities, programs, services, or activities. Questions, complaints, or requests for additional information regarding the Americans with Disabilities Act (ADA) may be forwarded to the County's ADA Coordinator: Tom Provine, County of Tehama, 727 Oak St., Red Bluff, CA 96080, Phone: (530) 527-4655. Individuals with disabilities who need auxiliary aids and/or services or other accommodations for effective communication in the County's programs and services are invited to make their needs and preferences known to the affected department or the ADA Coordinator. For aids or services needed for effective communication during Tehama County Transit Agency Board meetings, please contact the ADA Coordinator prior to the day of the meeting. This notice is available in accessible alternate formats from the affected department or the ADA Coordinator.



# Tehama County

## Agenda Request Form

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**File #:** 25-1563

**Agenda Date:** 9/3/2025

**Agenda #:** 4.

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### **Approval of Minutes - Associate Transportation Planner Houghtby**

#### **Requested Action(s)**

Waive the reading and approve the minutes from the July 9th , 2025 Regional Transportation Planning Agency Technical Advisory Committee regular meeting.

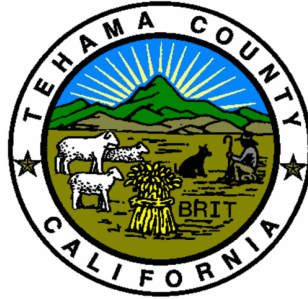
#### **Financial Impact:**

None.

#### **Background Information:**

See attached minutes.

# **Tehama County**



## **Meeting Minutes**

**Wednesday, July 9, 2025**

**3:00 PM**

**1509 Schwab Street, Red Bluff, CA 96080**

**Regional Transportation Planning Agency Technical  
Advisory Committee**

Chairman: Scott Miller - City of Red Bluff  
Vice-Chairman: Kelly Zolottoff - Caltrans District 2

Elijah Stanley - City of Corning, Carolyn Steffan - City of Tehama,  
Lynn Siedschlag - Paskenta Band of Nomlaki Indians, Will Pike - County of  
Tehama

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1. Call to Order

The meeting was called to order at 3:04 PM.

2. Public Comment

No public comment.

3. Announcements

a) The next Regional Transportation Planning Technical Advisory Committee Meeting is scheduled for September 3, 2025, unless a follow-up meeting is required for Regional Transportation Plan recommendation for adoption.

b) Staff would like to welcome Al Cathey as the new Interim Road Commissioner for Tehama County Public Works.

**There were no announcements.**

4. Approval of Minutes - Associate Transportation Planner Houghtby

Waive the reading and approve the minutes from the March 5th, 2025 Regional Transportation Planning Agency Technical Advisory Committee regular meeting.

**RESULT:** APPROVE

**MOVER:** Carolyn Steffan

**SECONDER:** Elijah Stanley

**5. Transportation Commission Status Update - Deputy Director Riske-Gomez**

An update regarding the current status of discussions exploring the separation of the Transportation Commission from Tehama County Public Works.

***An update was provided by Deputy Director Riske-Gomez regarding the Transportation Commission's efforts towards restructuring.***

**6. Transportation Study Updates - Staff & TAC Members**

This item is to provided updates on key transportation studies that are currently in progress or under review. No formal action is required at this time.

**An update was provided by Deputy Director Riske-Gomez.**

**7. 2026 STIP Funding - Deputy Director Riske-Gomez**

Informational presentation regarding the 2026 STIP Funding allocation.

**An informational presentation was provided by Deputy Director Riske-Gomez.**

**8. Items for Future Agenda**

**Staff reports they will continue efforts working on the STIP.**

**Board member Quigley reports that Caltrans has received a new Director and that Caltrans District 2 is initiating a Transit Plan.**

**Chairman Miller reports that he will be taking an agenda item regarding Baker Rd. to the Red Bluff City Council in the near future.**

**Ms. Kampmann advises she plans to set up a meeting to begin dialogue with the County regarding shared efforts on Baker Rd.**

**9. Closing Comments**

**No closing comments.**

**10. Adjourn**

***With no further business the meeting was adjourned at 4:10 PM.***

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# Tehama County

## Agenda Request Form

File #: 25-1554

Agenda Date: 9/3/2025

Agenda #: 5.

### Tehama County Regional Transportation Improvement Program

#### Requested Action(s)

Review and Approval of the 2026 Regional Transportation Improvement Program (RTIP) Recommendations.

#### Financial Impact:

[Click here to enter Financial Impact.](#)

#### Background Information:

Every two years, the Tehama County Transportation Commission (TCTC) prepares a Regional Transportation Improvement Program (RTIP) for submission to the California Transportation Commission (CTC). The RTIP programs Tehama County's share of State Transportation Improvement Program (STIP) funds for priority regional projects.

According to the **2026 Fund Estimate**, Tehama County has two relevant figures:

- **New County Share (2026 cycle): \$2,413,000**
- This is the increment available for programming in the new four-year period of the STIP.
- **Total Programming Capacity (unprogrammed balance + new share): \$8,114,000**
- This includes the new share plus carryover and unprogrammed balances from prior cycles, representing the full amount available to program through FY 2030-31.

The STIP Guidelines allow up to **five percent of the county share for Project Planning, Programming, and Monitoring (PPM)**. This cap applies to the \$2.413M new share, not to the full \$8.114M capacity. PPM is intended to provide technical and administrative capacity for project delivery and is commonly used to support corridor planning, environmental clearance, and programming activities.

At the most recent Technical Advisory Committee (TAC) meeting and South County 99W Corridor Study stakeholder session, staff presented programming strategies to maximize use of both the new and carryover shares while advancing regional priorities.

#### Discussion:

Based on TAC and stakeholder direction, staff recommends the following programming actions for the 2026 RTIP:

#### 1. Planning, Programming, and Monitoring (PPM) / 99W South County Corridor Study



- Allocate the maximum allowable PPM funding (**\$405,700**, or 5% of the total share).
- These funds will provide technical capacity to support the South County Corridor Study and related project development activities.
- The stakeholder group emphasized that early environmental and design analysis is critical to maintaining eligibility and avoiding financial penalties.

## 2. Baker Road Rehabilitation Project

- Program **\$1,500,000** for the Baker Road Rehabilitation Project, a partnership between Tehama County and the City of Red Bluff, with the City serving as lead agency.
- The project addresses pavement condition, safety, and connectivity for a shared county-city corridor.

## 3. Lake California Drive Project

- Apply the remaining **\$6,208,300** in RTIP shares to the Lake California Drive Project.
- This allocation offsets the reduction of federal Community Project Funding at the appropriation committee stage and ensures continuity of project delivery.

### Funding Allocation Summary

- **PPM / South County Corridor Study:** \$405,700 (5%)
- **Baker Road Rehabilitation Project:** \$1,500,000
- **Lake California Drive Project:** \$6,208,300
- **Total (fully programmed): \$8,114,000 (100%)**

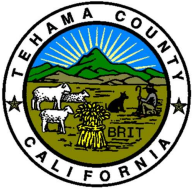
Together, these programming decisions build on the **2024 RTIP**, which funded the Tehama B Street Reconstruction, Tehama Traffic Calming, and PPM totaling \$2.265M. The 2026 RTIP advances the next round of county priorities while ensuring that all available county shares are fully programmed in this cycle.

### Recommended Action:

That the Commission **review and approve** the 2026 RTIP programming recommendations as outlined, and direct staff to prepare and submit the RTIP to the Transportation Commission by the required deadline.

**Table 3 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Total Target)	Net Advance
Alameda	0	(8,664)	22,711	0	14,047	0
Alpine	0	(1,511)	652	0	0	(859)
Amador	1,052	0	1,476	76	2,604	0
Butte	0	(492)	4,095	0	3,603	0
Calaveras	0	0	1,726	0	1,726	0
Colusa	2,553	0	1,158	0	3,711	0
Contra Costa	0	0	15,529	0	15,529	0
Del Norte	0	(3,682)	1,060	0	0	(2,622)
El Dorado LTC	0	(20,591)	3,023	0	0	(17,568)
Fresno	0	0	16,661	0	16,661	0
Glenn	90	0	1,212	0	1,302	0
Humboldt	0	(1,258)	4,312	0	3,054	0
Imperial	23,853	0	7,890	0	31,743	0
Inyo	643	0	6,202	0	6,845	0
Kern	6,434	0	22,735	0	29,169	0
Kings	0	(4,129)	3,122	0	0	(1,007)
Lake	5,558	0	1,901	0	7,459	0
Lassen	1,942	0	2,747	0	4,689	0
Los Angeles	0	0	130,550	20,000	150,550	0
Madera	1,931	0	2,970	0	4,901	0
Marin	0	(11,562)	3,990	0	0	(7,572)
Mariposa	2,188	0	1,117	0	3,305	0
Mendocino	0	(5,776)	4,120	0	0	(1,656)
Merced	0	0	5,512	0	5,512	0
Modoc	2,109	0	1,477	0	3,586	0
Mono	817	0	4,635	0	5,452	0
Monterey	0	(2,136)	7,747	14,709	20,320	0
Napa	0	(6,682)	2,595	0	0	(4,087)
Nevada	863	0	2,376	0	3,239	0
Orange	0	(11,786)	41,628	0	29,842	0
Placer TPA	0	(4,449)	6,012	0	1,563	0
Plumas	0	(1,686)	1,653	0	0	(33)
Riverside	0	0	37,345	0	37,345	0
Sacramento	31,371	0	21,538	137	53,046	0
San Benito	0	(11,338)	1,504	0	0	(9,834)
San Bernardino	0	0	42,593	0	42,593	0
San Diego	0	(179,915)	48,148	5,700	0	(126,067)
San Francisco	0	0	11,275	0	11,275	0
San Joaquin	0	0	11,826	0	11,826	0
San Luis Obispo	1,324	0	8,267	0	9,591	0
San Mateo	31,290	0	11,244	5,477	48,011	0
Santa Barbara	770	0	9,364	0	10,134	0
Santa Clara	0	0	26,260	29,702	55,962	0
Santa Cruz	0	0	4,352	0	4,352	0
Shasta	5,049	0	4,735	0	9,784	0
Sierra	1,858	0	816	0	2,674	0
Siskiyou	30	0	3,323	0	3,353	0
Solano	0	(10,654)	6,946	0	0	(3,708)
Sonoma	34	0	7,977	0	8,011	0
Stanislaus	1,563	0	8,339	0	9,902	0
Sutter	2,200	0	1,890	0	4,090	0
Tahoe RPA	1,044	0	1,025	0	2,069	0
Tehama	5,701	0	2,413	0	8,114	0
Trinity	2,740	0	1,748	2,700	7,188	0
Tulare	0	(9,247)	10,463	0	1,216	0
Tuolumne	2,726	0	1,910	0	4,636	0
Ventura	101,847	0	13,611	0	115,458	0
Yolo	0	(3,528)	4,024	2,656	3,152	0
Yuba	15,183	0	1,522	0	16,705	0
Statewide Regional	254,763	(299,086)	639,052	81,157	850,899	(175,013)
Interregional	0	(78,966)	213,018	62,037	196,089	0
TOTAL	254,763	(378,052)	852,070	143,194	1,046,988	(175,013)
Statewide SHA Capacity					1,357,246	
Statewide PTA Capacity					(310,258)	
Total					1,046,988	



# Tehama County

## Agenda Request Form

**File #:** 25-1556

**Agenda Date:** 9/3/2025

**Agenda #:** 6.

### Corridor Study and Gap Closure Project Update

#### **Requested Action(s)**

Informational presentation regarding the Corridor Study and Gap Closure Project.

#### **Financial Impact:**

[Click here to enter Financial Impact.](#)

#### **Background Information:**

The State Route 99W Corridor Planning and Preliminary Design Study is currently underway, with coordination through the Stakeholder Working Group (County of Tehama, TCTC, City of Corning, Paskenta Band of Nomlaki Indians, and Caltrans District 2).

The study will comprehensively define multimodal needs across the corridor, including automobile, freight, transit, bicycle, and pedestrian travel. It will evaluate existing and future safety concerns, operational performance, and access to key community and tribal facilities. In addition, the study will determine whether the corridor qualifies as a 2R (resurfacing, restoration, and rehabilitation) or 3R (reconstruction) project under Caltrans standards, providing the technical foundation for environmental clearance, design, and future funding applications.

While it may seem expedient to move forward with the Gap Closure project alone, “pumping the brakes” and taking the time to scope the full State Route 99W Corridor ensures a more strategic outcome.

By completing the corridor study first, we can identify whether the roadway qualifies as a 2R or 3R facility, incorporate Complete Streets principles, and account for tribal access, local development, and goods movement needs. This broader approach positions the County and its partners to pursue larger-scale funding opportunities and deliver improvements that not only address safety and pavement condition but also advance the economic development goals of all stakeholders, including increased access to tribal facilities, support for local businesses in Corning, and improved freight reliability for the agricultural sector.

In short, scoping the full corridor now will allow us to maximize investment, avoid duplicative environmental processes, and deliver a coordinated set of improvements with long-term regional economic benefits.

#### **Progress:**

- The County and TCTC have confirmed that all environmental work will be deferred until after the corridor study is complete. This ensures a unified environmental clearance process and

avoids conflicts with overlapping STIP project footprints.

- Interim maintenance measures are in development: pothole patching this FY, followed by a strategic overlay in the next FY.
- Staff and stakeholders are reviewing an alternative option to focus current STIP resources on the Liberal Avenue/99W intersection project in coordination with the Tribe, to allow progress while maintaining consistency with the study outcomes.

### New Developments:

- Staff has identified an opportunity to seek additional funding under the FY 2025 Disaster Supplemental Grant Program for the second phase of corridor project funding.
- A meeting was held with the Economic Development Representative from the U.S. Department of Commerce - Economic Development Administration (EDA). The EDA Community Programs Director expressed strong support and has offered assistance in developing the application, noting that the project is a strong candidate.
- To ensure funding continuity, staff will also apply TCTC's additional Planning, Programming, and Monitoring (PPM) allocation to this project in this cycle. If the Disaster Supplemental Grant is successful, PPM funds will instead be used to support staff time for project oversight and grant administration.

Approximated budget for an unphased study:

- **2024 PPM:** \$310,000
- **2026 PPM:** \$405,700
- **EDA Request:** \$500,000 (pending scope and cost estimate)

Approximately: \$1,215,700

### Next Steps:

1. Continue technical work on the corridor study and 2R/3R analysis with the Stakeholder Working Group.
2. Finalize the grant application with EDA support and submit by program deadline in December.
3. Apply TCTC's PPM allocation as a secondary funding strategy.
4. Coordinate with the California Transportation Commission (CTC) to formally pause the Gap Closure STIP project while the study and ENV are underway.
5. Provide an update to TAC following the September 9th Stakeholder Working Group meeting.

# **State Route 99W Corridor Planning and Preliminary Design Study South County Stakeholder Working Group Meeting**

August 11, 2025 | 11:00 AM | 1509 Schwab Street, Red Bluff

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## **Agenda**

### **1. Welcome and Introductions**

- Facilitator: Jessica Riske-Gomez
- Brief overview of meeting purpose and desired outcomes.

### **2. Project Updates– Corridor Study Progress**

- Progress since last meeting
- Next steps

### **3. Stakeholder Round Robin**

- Each participant provides updates, concerns, or input related to:
  - Community impacts
  - Technical considerations
  - Agency coordination needs
  - Opportunities for integration with other projects

### **4. Roster Review and Adjustments**

- Confirm current Stakeholder Working Group roster
- Discuss any additions, removals, or changes in representation
- Confirm preferred contact details for all members

### **5. Next Steps and Action Items**

- Assign tasks with deadlines
- Confirm date/time for next Stakeholder Working Group meeting
  - September 8, 2025

### **6. Adjourn**

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## Current Stakeholder Working Group Roster

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- **Will Pike** – Interim Director of Public Works, Tehama County Public Works | [wpike@tcpw.ca.gov](mailto:wpike@tcpw.ca.gov) | (530) 385-1462
  - **Jessica Riske-Gomez** – Deputy Director, Tehama County Transportation Commission | [jriskegomez@tehamartpa.org](mailto:jriskegomez@tehamartpa.org) | (530) 602-8282
  - **Robin Kampmann, PE** – Senior Managing Engineer / Civil Department Manager, NorthStar Engineering (Consultant for City of Corning Public Works) | 111 Mission Ranch Blvd, Ste. 100, Chico, CA 95926 | (530) 893-1600 ext. 224 | [rkampmann@northstarae.com](mailto:rkampmann@northstarae.com)
  - **Elijah Stanley** – Public Works Director, City of Corning | [estanley@corning.org](mailto:estanley@corning.org) | (530) 824-7025
  - **Lynn Siedschlag** – Director of Engineering and Development, Paskenta Band of Nomlaki Indians | 22580 Olivewood Ave, Corning, CA 96021 | [lsiedschlag@paskenta.org](mailto:lsiedschlag@paskenta.org) | (480) 450-5339
  - **Rich Guevarra, PE** - Senior Engineer, NorthStar Engineering | 111 Mission Ranch Blvd, Ste. 100 Chico, CA 95926 | Office: (530) 893-1600 ext. 238 | [rguevarra@northstarae.com](mailto:rguevarra@northstarae.com)
  - **Heather Anderson, PE** - Office Chief, Design & Engineering Services, District 2 Caltrans NR – Redding | (530) 812-7214 | [heather.anderson@dot.ca.gov](mailto:heather.anderson@dot.ca.gov)
  - **Kerry Molz** - Office Chief, District 2 Program/Project Management, Caltrans | (530) 227-4841 | [kerry.molz@dot.ca.gov](mailto:kerry.molz@dot.ca.gov)
  - **Tamy Quigley** – Division Manager Office of Transportation Planning, Caltrans | (530) 768-4210 | [tamy.quigley@dot.ca.gov](mailto:tamy.quigley@dot.ca.gov)
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## Meeting Notes – South 99W Corridor / Gap Closure Project

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### Project Update:

The Gap Closure Project remains on hold due to funding issues, with minimal progress in the past two years. Ongoing discussions with engineering staff are exploring temporary solutions while long-term funding decisions are pending.

### Scope and Definition:

The project extends from Solano to the county line. Visual clarity on project boundaries and scope is a priority to ensure all participants have a consistent understanding.

### **Funding Challenges:**

The team discussed the need for significant additional funding, including the possibility of reallocating existing funds or securing new funding to conduct a broader environmental analysis. Questions remain regarding the eligibility and permissible uses of \$191,000 in repurposed/earmarked funds related to the 99W and I-5 interchange.

### **Timeline and Phases:**

A potential two-phase approach was discussed:

- **Phase 1:** Temporary fixes to address immediate safety and operational needs.
- **Phase 2:** Capacity building and broader corridor improvements.

Timeline estimates will include environmental studies, design, and construction.

### **Environmental and Design Considerations:**

NEPA and CEQA studies are required, and early initiation of environmental clearance is critical to maintaining project timelines and avoiding financial penalties. Starting with NEPA compliance was recommended to ensure full federal and state alignment.

### **Coordination with Neighboring Jurisdictions:**

Collaboration with Glenn County is needed, as they are planning rehabilitation work on the same corridor. Coordination with local assistance and partner agencies will help ensure project compatibility and maximize funding opportunities.

### **Opportunities for Integration:**

There was discussion of integrating historical elements and public art into the corridor project, including restoring historic sea markers and adding local monuments. Establishing a survey control network along Historic 99W was also proposed.

### **Next Steps:**

The group will coordinate internally and with partner agencies, develop a visual schematic of the project scope, confirm funding eligibility, and continue project planning in preparation for the next meeting on **September 8**.

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## Follow-up Tasks

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- **Project Scope Visualization:** Prepare a one-page schematic layout showing streets, project boundaries, and phases.
  - **Phasing & Timeline Clarification:** Add estimated time frames and major tasks to the schematic for discussion at the next meeting.
  - **Funding Source Review:** Determine eligibility and restrictions for the \$191,000 in repurposed/earmarked funds, including whether they can be used for environmental or CON.
  - **Finance Documentation:** Locate the original Gap Closure finance letter, purpose, and need statement.
  - **Environmental Studies Procurement:** Obtain quotes for NEPA and CEQA studies once the phasing plan is available.
  - **Interagency Coordination:** Engage with Glenn County and other partner agencies to align project boundaries and coordinate rehabilitation efforts.
  - **Programming & Compliance Check:** Invite programming/funding compliance representatives to the next meeting to review project integration with current efforts.
  - **Historic/Art Integration Review:** Develop concepts for incorporating historical elements and public art into the corridor design.
- 

### Key Questions:

- What is the finalized timeline for the gap closure project and its funding?
- What specific rules govern the use of the \$191,000 in carryover funds?



# FY2025 Disaster Supplemental Grant Program

## *Helping Communities Recover, Rebuild, and Transform Economies After Disasters*

President Trump and Secretary Lutnick are committed to unleashing the potential of the American economy, affording all Americans the opportunity to pursue their version of the American dream. However, nature often has other plans when damaging storms and unforeseen destructive natural disasters occur.

This Administration champions an America First platform, and that extends to Americans needing assistance due to natural disasters. The Economic Development Administration's Fiscal Year 2025 Disaster Notice of Funding Opportunity responds to that call—we aim to seize the moment to support impacted communities to transform their local economies in new and vibrant ways.

### FY2025 Disaster Supplemental Grant Program

The Economic Development Administration (EDA) FY 2025 Disaster Supplemental Grant Program makes approximately \$1.45 billion in disaster recovery funding available to American communities that received major disaster declarations due to hurricanes, wildfires, severe storms and flooding, tornadoes, and other natural disasters occurring in calendar years 2023 and 2024.

### Activities Eligible for Disaster Funding

The FY 2025 Disaster Supplemental Notice of Funding Opportunity is not just about rebuilding—it's about transforming local economies after disaster, with an emphasis on improving communities' economic outcomes and resilience to future disasters. This funding opportunity encourages broad-based local engagement and places special emphasis on projects that involve private industry in disaster recovery and economic renewal to ensure the maximum impact for taxpayer funding to support these communities. Applicants can choose from three funding pathways based on their recovery stage, capacity, and long-term development vision.



#### **Readiness Path**

Non-construction projects to build local capacity and prepare for future implementation projects. Readiness projects include funding for recovery strategies, disaster recovery coordinators or other capacity building activities, and pre-development expenses. Grant amounts are expected to range from \$250,000 to \$500,000.



#### **Implementation Path**

Standalone construction and non-construction projects that help communities recover from major disasters and advance recovery and growth, improving economic outcomes. Grant amounts are expected to range from \$2 million to \$20 million for construction projects and \$100,000 to \$5 million for non-construction projects.



#### **Industry Transformation Path**

Coalition-led, multi-project portfolios that transform regional economies through industry development. These grants can fund a mix of construction and non-construction projects. Grant amounts are expected to range from \$20 million to \$50 million.

# FY2025 Disaster Supplemental Grant Program

## Who Can Apply?

Eligible applicants include:

- State, local, and Tribal governments
- Economic Development Districts
- Institutions of higher education
- Economic development organizations
- Public and private non-profits working with local government
- Public-private partnerships for public infrastructure

## Location Requirements

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>

## Matching Fund Requirements

EDA generally expects to fund up to 80% of project costs. EDA may fund up to 100% for Tribal applicants and severely distressed applicants. Coalitions applying for the Industry Transformation grants may distribute match requirements across components.

## Application Deadline

- ➔ **Readiness and Implementation** grant applications will be accepted and reviewed on an ongoing (rolling) basis until funds are exhausted or the Notice of Funding Opportunity is canceled.
- ➔ **Industry Transformation** grant applications are due on **Tuesday, March 3, 2026** at 5:00 pm Eastern Time.

## How to Apply

Applications must be submitted online through EDA's EDGE portal: <https://sfgrants.eda.gov>. Required materials are detailed in Section D.2 of the Notice of Funding Opportunity. View more information about EDA's disaster programming and application process: <https://www.eda.gov/strategic-initiatives/disaster-recovery/supplemental/2025>

## EDA Staff Ready to Assist

Please direct questions or requests for assistance to the Economic Development Representative (EDR) for the state where the project will be located. Please visit [www.eda.gov/about/contact](http://www.eda.gov/about/contact) to find contact information for your local EDR.



# FY25 Disaster Supplemental Notice of Funding Opportunity

Webinar 2:  
Readiness Path

July 2025

# U.S. Economic Development Administration (EDA)

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EDA leads the federal economic development agenda by **promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy.**

**The FY25 Disaster Supplemental Notice of Funding Opportunity (NOFO)** makes approximately \$1.45 billion in funding available to American communities with major disaster declarations due to hurricanes, wildfires, severe storms, flooding, tornadoes, and other natural disasters occurring in calendar years 2023 and 2024.

# FY25 Disaster Webinar Series

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Webinar 1	Webinar 2	Webinar 3	Webinar 4	Webinar 5
NOFO Overview	Readiness Path	Implementation Path	Industry Transformation Path	Applying in EDGE

[www.EDA.gov](http://www.EDA.gov)

# Three Funding Pathways: Available Funding

Readiness	Implementation	Industry Transformation
<ul style="list-style-type: none"><li>Non-construction grants generally ranging from \$250,000 - \$500,000</li></ul>	<ul style="list-style-type: none"><li>Non-construction grants generally ranging from \$100,000 - \$5 million. Construction grants generally ranging from \$2 million to \$20+ million</li></ul>	<ul style="list-style-type: none"><li>A <b>portfolio</b> of construction and/or non-construction grants generally ranging from \$20 million to \$50 million</li></ul>
<i>Deadline: Rolling until fund exhausted</i>	<i>Deadline: Rolling until fund exhausted</i>	<i>Deadline: March 3, 2026 at 5 pm Eastern</i>

# EDA's Disaster Funding Objective

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The FY 2025 Disaster Supplemental Grant Program is not just about rebuilding—it's about transforming local economies after a disaster, with an emphasis on improving communities' economic outcomes and resilience to future disasters

## **Readiness Grants Objective:**

Support community readiness to apply for or implement disaster recovery funding from private and public sources. Successful Readiness projects increase the quality or likelihood of success of future economic development and disaster recovery projects.

# Readiness Projects

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- **Strategy Development**

- Better identify and prepare for future economic development projects through early coordination, outreach and planning
- Lay foundation for future transformational projects and other public and private investment

- **Organizational Capacity Building**

- Fund key staffing capacity to manage and move recovery efforts forward
- Example: funding a Disaster Recovery Coordinator

- **Pre-Development Costs**

- Support a wide variety of pre-project costs, including but not limited to permitting, preliminary engineering reports, environmental documents, impact assessments



# EDA's Competitive Process

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- EDA grants are competitive. EDA expects many more applications than funds available.
- EDA encourages applicants to apply as soon as they are ready. Funding for Readiness Grants is available until expended.
- Applicants are strongly encouraged to ensure that they are both eligible *and* competitive. That means they should thoroughly read the NOFO and submit a responsive application that meets all the requirements and tells a compelling story about the impacts the project is intended to realize.

# Applicant Eligibility - Location & Organization

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A project must be located in, primarily serve, or demonstrably benefit one or more communities in areas that received a major disaster designation for events occurring in calendar years 2023 and 2024.

Check eligible locations here: [www.fema.gov/disaster/declarations](https://www.fema.gov/disaster/declarations)

## Eligible Entities:

- District organizations
- Indian Tribes or a consortium of Indian tribes
- States, counties, cities, or other political subdivision of a state
- Institutions of higher education or a consortium of institutions of higher education
- Public or private nonprofit
- Economic development organizations
- Public-private partnerships for public infrastructure

# Applicant Eligibility - Matching Share

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- EDA generally expects to fund up to 80% of the eligible total defined project costs.
- Match for Readiness grants can be either cash or in-kind. To be eligible, Matching Share means funds that are:
  - Available
  - Committed
  - Unrestricted

# NOFO Content to Know



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# Eligible Project Types

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- Readiness projects must be non-construction
- Readiness projects may not directly advance:
  - Residential / Housing Development
  - Community amenities like pools, zoos, recreational centers
  - Casinos / Gaming Facilities

*(Refer to NOFO for additional information on project type and consult your EDR with questions)*
- Except for Readiness Strategy applicants, the project should be aligned with the regional Comprehensive Economic Development Strategy (CEDS) or CEDS equivalent.

# Review and Selection Process

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Readiness Path applications will be accepted until funding exhausted.



- Technical Review – Confirms eligibility and evaluates application completeness
- Investment Review Committee – Evaluates competitiveness of applications against evaluation criteria

# Award Criteria

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Readiness applications will be reviewed based on four award criteria, weighed equally:

1. **Disaster Recovery and Community Need** - Clearly articulates an understanding of community's disaster recovery needs
2. **Project Strategy** - Addresses capacity needs to better prepare and meet community's future needs.
3. **Feasibility** - Is likely to succeed
4. **Performance Goals and Measures of Success** - Is impactful in driving economic recovery and helping to move the community toward project readiness

\* See NOFO pp. 38-39 and Appendix 1 for more detail including specific questions for different readiness grants.

# Tips for Preparing an Application



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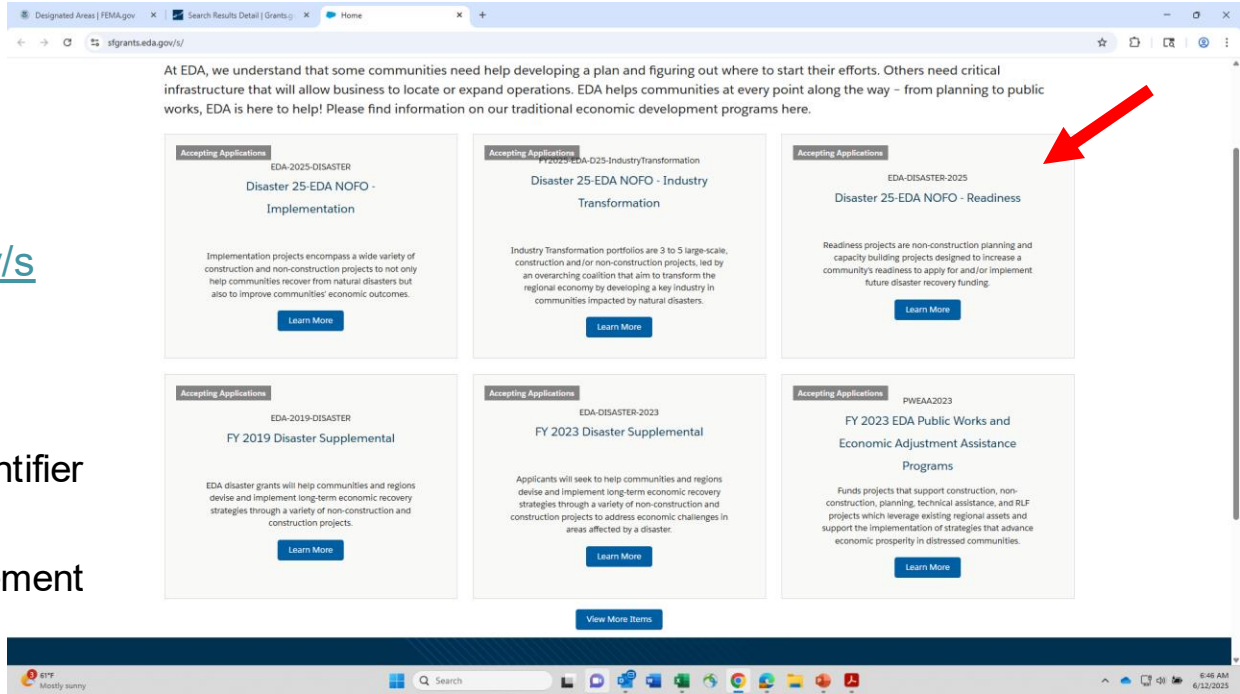
# Complete Application

EDA grant applications should be submitted electronically through the EDA grant portal:

<https://sfgrants.eda.gov/s>

Required:

- Valid Unique Entity Identifier (UEI)
- System Award Management (SAM) Registration



# Complete Application Elements

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- **SF-424** (includes Unique Entity Identifier (UEI) number)
- **SF-424A Federal Non-Construction Budget Form**
- **SF-LLL, Disclosure of Lobbying** if applicable
- **CD-511 Certification Regarding Lobbying**
- **ED-900 General Application**
- **Impact and Engagement Narrative** – 3 pages, 11-point font, single spaced, 1-inch margins
  - Clearly articulates how the proposed readiness project helps the applicant, or the impacted communities be more competitive, mature, and better prepared to receive or implement funding.
- **Budget Narrative**
- **Match Documentation**
- **CEDS documentation**
- **Copy of relevant FEMA Disaster Declaration** (Upload PDF to application)
- **Indirect Cost Rate Documentation** (if applicable)
- **State Point of Contact Compliance Documentation**, if applicable.
- **Organizational Documents for nonprofits** (includes Bylaws, Art. of Incorporation, Certificate of Good Standing)

# Fully Complete Form ED-900

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**In addition to the information requested in the instructions to Form ED-900, the applicant should use:**

- *Section B.4 – Explain how the project is consistent with the economic resilience investment priority.*
- *Section C.1 - Clearly identify the location of the project and briefly detail how and why the proposed project benefits an eligible designated area.*
- *Section D.1 - Specify the eligible disaster.*
- *Section D.3 - Identify the relevant regional CEDS or, if there is no CEDS, to attach the relevant strategic planning document with which the project aligns (often referred to as a CEDS-equivalent plan) (see section A.6)*
- *Section D.4 - Specify how the project is consistent with the economic resilience investment priority; detail how the proposed project will align with and support the economic development needs and objectives outlined in the CEDS (or CEDS-equivalent plan); and, if applicable, describe how the proposed project will complement, leverage, and otherwise align with other public and private investments to accomplish the planned deliverables and outcomes of the scope of work (see sections A.2, A.5, and A.6)*

# Interested in Applying?

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- [Read the full NOFO](#)
- [Read the Frequently Asked Questions](#)
- [Review the series of FY25 Disaster Webinars](#)
- Engage your Economic Development Representative (EDR)
  - To search for your EDR by state, go to "Find Local Contacts":  
<https://www.eda.gov/contact>

**Thank you**



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