



Subject Specific Grant Guide

Grants to Support Electric Vehicles and Charging Infrastructure

This guide identifies funding opportunities released in the previous year. Please note that this guide may not capture all available funding opportunities. Additionally, some programs may have changed or may not be released due to shifting administrative priorities among funding agencies. The grants included here represent traditionally offered opportunities intended to serve as a reliable foundation for your funding research.

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FEDERAL GRANT PROFILE



Department: U.S. Department of Agriculture
Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Grant Overview

This program provides affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Eligible applicants are public bodies, community-based non-profit corporations, and federally recognized tribes.

Program History

	Total Funding	Awards
2021	\$450 million	274
2020	\$871 million	256

Key Information and Tips

Total Funding: Unspecified

Award Range: Varies

Match: Not required

Application Due: Rolling

- Funds may be combined with commercial financing to finance one project if all eligibility and feasibility requirements are met

<https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>



Awardee Profile

Irving Tanning Community Center Inc.
Hartland, ME

AMOUNT: \$238,000

YEAR: 2024

Funding will be used to make critical infrastructure repairs to the community center, including replacing the structure's 25-year-old roof and improving the heating system.

Department: U.S. Department of Agriculture

Agency: Office of Rural Development

FY 2025 Community Facilities Direct Loan and Grant Program

Detailed Summary

The purpose of this program is to provide affordable funding to develop essential community facilities in rural areas. Projects supported through this program must demonstrate substantial community support, and facilities must serve the rural area where they are or will be located. Rural areas must have no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

For the purposes of this program, an essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial, or business undertakings. Examples of essential community facilities include:

- Health care facilities such as hospitals, medical clinics, dental clinics, nursing homes, or assisted living facilities
- Public facilities such as town halls, courthouses, airport hangars, or street improvements
- Community support services such as childcare centers, community centers, fairgrounds, or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles, or equipment
- Educational services such as museums, libraries, or private schools
- Utility services such as telemedicine or distance learning equipment
- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs, or greenhouses

Priority will be given to projects that:

- Serve communities with populations of 5,500 or fewer
- Serve low-income communities having a median household income below 80 percent of the state non-metropolitan median household income

Funds may be used to purchase, construct, and/or improve essential community facilities; purchase equipment; and pay for related project expenses. Funds may also be used to pay reasonable and necessary fees, when part of a facility, such as:

- Legal
- Architectural and/or engineering
- Fiscal advisory
- Environmental impact analyses
- Archaeological surveys
- Mitigation measures
- Planning
- Establishing or acquiring right

Applicant Eligibility

Eligible applicants are public bodies, community-based nonprofit corporations, and federally recognized tribes.

Facilities supported through this program must serve the rural area where they are or will be located. Rural areas include cities, villages, townships, and towns, including federally recognized tribal lands, with no more than 20,000 residents according to the latest U.S. Census data, which can be found online at www.census.gov.

Additionally, in order to be eligible, applicants must have the legal authority to borrow money, obtain security, and repay loans; and to construct, operate, and maintain the proposed facilities; and be unable to finance projects from their own resources and/or through commercial credit at reasonable rates and terms.

Funding

In FY 2025, an unspecified amount of funding is available to support grants and low-interest direct loans through this program. Awards may be provided as combinations of grants and loans. Grant assistance is provided on a graduated scale, with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds. Grant assistance is limited to the following percentages of eligible project costs:

- Maximum of 75 percent if:
 - The project is located in a rural community having a population of 5,000 or fewer; and
 - The median household income of the service area is below the higher of the poverty line or 60 percent of the state non-metropolitan median household income
- Maximum of 55 percent if:
 - The project is located in a rural community having a population of 12,000 or fewer; and
 - The median household income of the service area is below the higher of the poverty line or 70 percent of the state non-metropolitan median household income
- Maximum of 35 percent if:
 - The project is located in a rural community having a population of 20,000 or fewer; and
 - The median household income of the service area is below the higher of the poverty line or 80 percent of the state non-metropolitan median household income
- Maximum of 15 percent if:
 - The project is located in a rural community having a population of 20,000 or fewer; and
 - The median household income of the service area is below the higher of the poverty line or 90 percent of the state non-metropolitan median household income.

Loan repayment terms may not be longer than the useful life of the facility, state statutes, the applicant's authority, or a maximum of 40 years, whichever is less. There are no pre-payment penalties. Interest rates will be set by the funding agency and are determined by the median household income of the service area and population of the community. Applicants are encouraged to contact the funding agency for details and current rates. Once the loan is approved, the interest rate is fixed for the entire term of the loan.

Matching and Cost-Share

There are no stated matching requirements for this program.



Contact Information

Questions should be directed to the appropriate local office listed online at www.rd.usda.gov/about-rd/offices/state-offices. To initiate the application process, applicants must contact the appropriate local office.

<https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

FEDERAL GRANT PROFILE



Department: U.S. Department of Energy
Agency: Office of Manufacturing and Energy Supply Chains

FY 2024 Battery Materials Processing and Battery Manufacturing Program

Grant Overview

This program will strengthen critical domestic manufacturing and supply chains to maximize the benefits of the clean energy transition as the nation works to curb the climate crisis and advance environmental justice. Eligible applicants are individuals, institutions of higher education, national laboratories, nonprofit and for-profit entities, state and local governments; and consortia of entities described above.

Program History

Table with 2 columns: Total Funding, # of Awards. Row 1: 2022, \$2.8 billion, 21

Key Information

Total Funding: \$3.5 billion
Award Range: Up to \$500 million
Match: 50 percent
Solicitation date: November 15, 2023
Proposal due: July 9, 2024 (concept paper); March 19, 2024 (full application)
https://infrastructure-exchange.energy.gov/Default.aspx#Foalda8b13027-1ca4-42f3-a18e-8072624b2acb



Awardee Profile

6K, Inc., Southeastern US
AMOUNT: \$50,000,000
YEAR: 2022

6K Inc. plans to demonstrate the ability to domestically produce multiple battery chemistries namely NMC811 and lithium iron phosphate (LFP) in a plant with the capacity of 3,000 tpa (tonnes per annum) ready for production in 2025 scaling to 10,000 tpa in 2026 using its patented 6K's UniMelt® microwave plasma processing technology. Community benefits include employing a workforce of up to 150 (40% coming from disadvantaged communities)

Department: U.S. Department of Energy

Agency: Office of Manufacturing and Energy Supply Chains

FY 2024 Battery Materials Processing and Battery Manufacturing Program

Detailed Summary

The purpose of this program is to strengthen critical domestic manufacturing and supply chains to maximize the benefits of the clean energy transition as the nation works to curb the climate crisis and advance environmental justice.

This program has 8 specific areas of interest:

1. Commercial-scale Lithium Separation from Domestic Sources
 - a) Domestic Brine Sources: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. battery-grade Lithium manufacturing capacity from domestic brine as a supply source capable of use in electric vehicles and/or electric grid energy storage applications.
 - b) Domestic Hard Rock and Clay Source: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. battery-grade Lithium manufacturing capacity from domestic hard rock and clay sources capable of use in electric vehicles and/or electric grid energy storage applications
2. Commercial-scale Domestic Recovery of Battery Critical Minerals (non-Lithium)
 - a) From Traditional Sources: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. battery-grade non-lithium critical materials manufacturing capacity from traditional sources (natural occurrences including hard rock and brine, mine tailings, chemical process solutions, and battery recycling sources, etc.) capable of use in electric vehicles and/or electric grid energy storage applications.
 - b) From Alternative Sources: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. battery-grade non-lithium critical materials manufacturing capacity from alternative sources (mine waste, mineral substitutes, other waste and non-battery recycling streams, etc.) capable of use in electric vehicles and/or electric grid energy storage applications
3. Commercial-scale Domestic Processing of Battery Material Precursors
 - a) Commercial-scale Domestic Processing of Battery Material Precursors: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create a U.S. battery-grade battery material precursor manufacturing capacity capable of use in electric vehicles and/or electric grid energy storage applications. Relevant battery material precursors would be those that feed directly to into downstream electrode active material powders and battery manufacturing and may include silane gas and cathode active material precursors, among others
4. Commercial-scale Domestic Manufacturing of Battery Cathodes and Anodes

- a) Commercial-scale Domestic Production of Battery Cathodes: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create a U.S. battery-grade cathode manufacturing capacity capable of use in electric vehicles and/or electric grid energy storage applications.
 - b) Commercial-scale Domestic Production of Battery Anodes: The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create a U.S. battery-grade anode manufacturing capacity capable of use in electric vehicles and/or electric grid energy storage applications.
5. Commercial-scale Domestic Production of Electrolyte Salts and Electrolyte Solvents
- a) Commercial-scale Domestic Production of Battery Electrolyte Salts The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. battery-grade electrolyte salt manufacturing capacity capable of use in electric vehicles and/or electric grid energy storage applications
 - b) Commercial-scale Domestic Production of Battery Electrolyte Solvents The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit facilities to create U.S. battery-grade electrolyte solvent manufacturing capacity capable of use in electric vehicles and/or electric grid energy storage applications.
6. Commercial-scale Domestic Production of Cell Manufacturing for Small and Specialized Markets
- a) Commercial-scale Domestic Production of Cell Manufacturing for Small and Specialized Markets The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. cell manufacturing capacity for (1) non-light duty transportation and stationary storage as well as well as for (2) small and specialized markets such as commercial and off-road vehicles, defense, aerospace, power tools, and other end-use markets.
7. Commercial-scale Domestic Production of Non-Lithium Based Battery Cell and Systems
- a) Commercial-scale Domestic Production of Non-Lithium Based Battery Cell and Systems The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. Non-Lithium Based Battery Cell and Systems capacity.
8. Commercial-scale Domestic Manufacturing of Other Battery Cell and System Components (Open Topic)
- a) Commercial-scale Domestic Manufacturing of Other Battery Cell and System Components (Open Topic) The objective of this area of interest is to construct new commercial scale facilities or expand, retool, or retrofit existing facilities to create U.S. manufacturing capacity for other battery cell and system components (components not addressed in other areas of interest).

DOE will prioritize projects that create work opportunities for workers of low and moderate income, rural communities, and in communities that have lost or are at risk of losing jobs due to displacement of fossil energy jobs, including in the automotive sector. DOE will also prioritize projects that include clear engagement with Tribal Nations, universities, and laboratories. Commitments toward these goals should be clearly identified in the Quality Jobs, diversity, equity, inclusion, and accessibility (DEIA), Justice40, and community and labor engagement sections of the Community Benefits Plan. Within the Community Benefits Plan, the applicant is strongly encouraged to provide details on how to ensure the delivery of measurable community and jobs benefits, detailing plans to negotiate agreements between the applicant and community stakeholders, and/or the applicant and labor unions referred to collectively here as “Workforce and

Community Agreements.” These include collective bargaining agreements, project labor agreements, community workforce agreements, good neighbor agreements, community benefits agreements, and others

Applicant Eligibility

Eligible applicants for this program include:

1. Individuals: U.S. citizens and lawful permanent residents are eligible to apply for funding as a prime recipient or subrecipient.
2. Domestic Entities: The proposed prime recipient and subrecipient(s) must be domestic entities. The following types of domestic entities are eligible to participate as a prime recipient or subrecipient include: Institutions of higher education; National Laboratories; Nonprofit and for-profit entities; State and local governments; and Consortia of entities described above.
 - a. To qualify as a domestic entity, the entity must be organized, chartered, or incorporated (or otherwise formed) under the laws of a particular state or territory of the United States; have majority domestic ownership and control; and have a physical place of business in the United States.
 - b. NETL (National Energy Technology Laboratory) is not eligible for award under this announcement and may not be proposed as a subrecipient on another entity’s application. An application that includes NETL as a prime recipient or subrecipient will not be considered.
 - c. Entities banned from doing business with the U.S. government, such as entities debarred, suspended, or otherwise excluded from or ineligible for participating in federal programs, are not eligible.
 - d. Nonprofit organizations described in Section 501(c)(4) of the Internal Revenue Code of 1986 that engaged in lobbying activities after December 31, 1995, are not eligible to apply for funding.
3. Foreign Entities: In limited circumstances, DOE may approve a waiver to allow a foreign entity to participate as a prime recipient or subrecipient. A foreign entity may submit a Full Application to this FOA, but the Full Application must be accompanied by an explicit written waiver request. Likewise, if the applicant seeks to include a foreign entity as a subrecipient, the applicant must submit a separate explicit written waiver request in the Full Application for each proposed foreign subrecipient.

Funding

In FY 2024, approximately \$3.1 billion is available to support an estimated 7-14 awards ranging from \$50 million-\$400 million through this program. 40 percent of total program funds are reserved for disadvantaged communities. Funding for specific topic areas and statutory minimum and maximum award amounts can be found on pp. 18-19 of the [FOA](#).

Cost Share and Matching Funds

Applicant cost share (coming from private capital) must be at least 50% of the total project costs for demonstration or commercial application projects. The cost share must come from non-federal sources, unless otherwise allowed by law.

Contact Information

Program Staff

DE-FOA-0002678@netl.doe.gov

<https://eere-exchange.energy.gov/Default.aspx#Foaldc53b6390-dfb8-480a-9265-3ffdec6c97b3>

FEDERAL GRANT PROFILE



Department: U.S. Department of Energy
Agency: Office of Energy and Transportation

FY 2023 Bipartisan Infrastructure Law (BIL) Joint Office of Energy and Transportation Ride and Drive Electric Program

Grant Overview

This program will address discrete barriers to a future where everyone can ride and drive electric. Specifically, this program will advance the goal of building a national network of EV chargers for all Americans by supporting EV charging reliability, resiliency, equity, and workforce development. Enhancing and expanding EV infrastructure nationwide will also indirectly contribute to the goal of having 50 percent of all new light-duty vehicle sales be electric by 2030. Eligible applicants are domestic institutions of higher education, for-profit entities, nonprofit entities, state and local governmental entities, and Indian tribes.

Program History

This is a new program created through the Infrastructure Investment and Jobs Act.

Key Information

Total Funding: \$51 million

Award Range: \$250,000 - \$4 million

Match: Varies

Proposal due: June 16, 2023 (Concept Papers), July 28, 2023 (Full Application)

<https://eere-exchange.energy.gov/Default.aspx#Foald0b80a42a-5380-4459-96a9-f333002ea9b0>



Tips

- Teaming partnerships are highly recommended.
- Applicants are encouraged to submit Community and Labor Partnership Documentation from established labor and community-based organizations that demonstrate the applicant's ability to achieve the goals outlined in a Community Benefits Plan.

Department: U.S. Department of Energy

Agency: Office of Energy and Transportation

FY 2023 Bipartisan Infrastructure Law (BIL) Joint Office of Energy and Transportation Ride and Drive Electric Program

Detailed Summary

The purpose of this program is to address discrete barriers to a future where everyone can ride and drive electric. Specifically, this program will advance the goal of building a national network of EV chargers for all Americans by supporting EV charging reliability, resiliency, equity, and workforce development. Enhancing and expanding EV infrastructure nationwide will also indirectly contribute to the goal of having 50 percent of all new light-duty vehicle sales be electric by 2030. Specific program topic areas are as follows:

Topic Area 1: Enhancing EV Charging Resiliency: This topic will establish and fund a cohort of diverse teams from across the United States to develop, share, and refine specific and actionable plans and strategies that ensure continuity of operations and services of EV charging infrastructure for all EV users in a given region. Plans developed in these projects will enhance ongoing federal investments in EV charging and transportation electrification – including the Federal Highway Administration (FHWA) National Electric Vehicle Infrastructure (NEVI) and Charging and Fueling Infrastructure (CFI) Discretionary Grant Programs, Federal Transit Administration’s Low or No Emissions Transit Program, and Environmental Protection Agency’s Clean School Bus Program – as well as complementary or similar investments at the state and local levels.

Project teams are encouraged to include state, regional, Tribal, and local authorities having jurisdiction (AHJ) concerning resiliency and emergency operations (e.g., emergency management, transportation or energy departments, electric utilities, utility regulators, planning organizations, transit and public mobility service providers, sustainability, or climate offices) and charging station operators.

Topic Area 2A: Community-Driven Models for Electric Vehicle Charging Deployment: The objective of this topic is to fund projects that will assess, develop, and/or test business models that integrate EV and/or charger deployment in ways that deliver mobility, economic, or other benefits to Justice40 and underserved communities. Projects can be some combination of an analysis, business model development, or limited scale pilot/deployment to provide proof of concept. The project may include limited test EV charger deployments (Level 2 or DCFC) to test business models, capped at 50 percent of total project budget. Test deployment projects should be designed to inform further deployment of EV chargers and associated mobility systems funded by other taxpayer or ratepayer funding, including federal grant programs and tax incentives. The funding agency is interested in business models that benefit targeted communities by, for instance:

- Increasing revenue to local adjacent businesses (particularly small or independent businesses)
- Reducing costs by leveraging a dig-once approach for multi-modal hubs
- Creating good job opportunities, including unionized job opportunities
- Increasing clean mobility options for carless households and individuals, especially options that improve access to employment, health care, child-care, and other social services

Ride and Drive Electric Program

- Providing affordable, reliable access to EV charging infrastructure
- Training community organizations and businesses in best practices for acquiring, installing, maintaining, and monetizing EV chargers
- Reducing charging costs by capturing value that EVs provide through grid services
- Integrating electric mobility with the delivery of other critical services for community members
- Leveraging partnerships with established organizations, such as community development corporations and affordable housing entities, that provide services to disadvantaged community members

Application teams are strongly encouraged to include active participation by community-oriented organizations, community-based organizations or other entities that play critical roles in communities.

Topic Area 2B: Workforce Development: The objective of this topic is to support a diverse and highly skilled workforce within the electrified transportation industry to support the deployment and maintenance of EV charging related equipment including equipment that will be supported by the FHWA NEVI and CFI grant programs. The key outcome of interest is expanded access to career-track training and employment in EVSE installation and maintenance work for a diversified pipeline of individuals. Strategies for achieving this goal include but are not limited to:

- Investments in existing pre-apprenticeship programs and/or other pre-employment training programs, including expansion of supportive services that will make it more likely to graduate underrepresented populations
- Funding of tuition or program costs for training programs that show a history of leading people into careers or registered apprenticeship that can be scaled
- Creation of new pathways into registered apprenticeships, including pathways conducted in partnership with registered apprenticeship sponsors
- Provision of stipends that will help people to thrive in training programs
- Supportive services for registered apprentices and/or those enrolled in other preemployment training programs to help expand access to jobs, especially those in underserved communities
- Development of competency frameworks needed for maintenance of EV chargers with relevant partners including transportation entities, industry associations, training providers, and labor organizations
- Development of a registered apprenticeship program approved by the U.S. Department of Labor that focuses on EV charger maintenance
- Scaling curriculum or training programs that have been proven to meet industry needs for maintenance of chargers
- Modifying existing training programs to better meet maintenance needs. This would include an assessment of the differences between competencies required for existing credentials and competencies desired by industry to meet EV charging reliability needs and the curriculum or coursework proposed to address these differences.

Projects selected under this Topic Area will be demand-driven and worker-centric, leverage existing infrastructure and resources, be sustainable and replicable, and prioritize energy justice issues. Projects will employ data-driven strategies to quantify their impacts (such as placement and retention rates of training graduates) and document best practices for diversifying a skilled workforce.

Ride and Drive Electric Program

Topic Area 3A: Increasing Commercial Capacity for Testing and Certification of HighPower Electric Vehicle Chargers: The objective of this Topic is to increase industrial capacity, competition, redundancy, and broad access to validation testing and certification in the United States of DC fast chargers with rated power capacity between 150 kW and 1 MW. Applications for projects are requested to rapidly increase commercial testing capacity and capabilities necessary to validate, improve, and certify the efficiency, safety, security, interoperability, measurement accuracy, and longevity of high-power DC fast chargers. Activities of interest include:

- Upgrades to independent commercial testing facilities
- Development of new, low-cost tools that test and certify equipment conformance to standards and performance requirements
- Creation and maintenance of open-source libraries of conformance test cases and procedures;
- Creation and documentation of systems and procedures for testing charging devices to failure across a wide range of real-world conditions
- Other innovative approaches to certify and validate DC fast charging equipment performance

Project teams are encouraged to include nationally recognized testing laboratories, DC fast charger manufacturers, charging station operators, charging network providers, labor groups including unions, EV manufacturers, and/or other organizations currently involved in the development of certification testing resources for the standards, protocols, and procedures above.

Topic Area 3B: The objective of this Topic is to establish teams to assess the performance, reliability, and usability of AC Level 2 charging and/or DC fast charging (DCFC) stations across the United States. The teams will develop a scalable, in-field methodology to assess AC Level 2 and/or DCFC performance, reliability, and customer experience. The teams will then use that methodology to conduct field assessments of AC Level 2 and/or DCFC charging performance and reliability by periodically visiting a statistically significant sample of charging stations operated by numerous charging station operators. Teams will be required to develop and execute a training program for states. In this program, the teams will teach state officials how to conduct their own field assessments of AC Level 2 and/or DCFC charging performance and reliability, using a single, nationally consistent methodology. This training program will include curriculum on procedures and tools necessary to measure AC Level 2 and/or DCFC charging metering accuracy and meet any other requirements related to weights and measures, as defined in NIST Handbook 44 Device Code Requirements for Electric Vehicle Fueling.

There are no required teaming arrangements. Proposed project teams may consist of a single organization. Project teams that are regionally distributed are encouraged to reduce travel expenses. Project teams are encouraged to include one or more state departments of transportation, state departments responsible for weighing and measuring devices, and state utilities commissions and energy offices to assist in the development and validation of the state training program.

To support the goal of building a clean and equitable energy economy, projects are expected to:

- Support meaningful community and labor engagement
- Invest in America's workforce
- Advance diversity, equity, inclusion, and accessibility (DEIA)
- Contribute to the President's goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities (the Justice40 Initiative).

Applicant Eligibility

Eligible applicants are domestic institutions of higher education, for-profit entities, nonprofit entities, state and local governmental entities, and Indian tribes. To qualify as a domestic entity, the entity must be organized, chartered, or incorporated (or otherwise formed) under the laws of a particular state or territory of the United States; have majority domestic ownership and control; and have a physical place of business in the United States.

Funding

In FY 2023, approximately \$51 million is available to support between 24 and 40 awards ranging from \$250,000-\$4 million. Specific funding amounts for each topic area is as follows:

- Topic Area 1: Enhancing EV Charging Resiliency: an estimated \$17 million is available to support 10-15 awards ranging from \$1 million to \$1.5 million through this topic area. The project period is 24 months.
- Topic Area 2A: Community-Driven Models for Electric Vehicle Charging Deployment: an estimated \$10 million is available to support 5-8 awards ranging from \$250,000 million to \$1.5 million through this topic area. The project period is 24 months.
- Topic Area 2B: Workforce Development: an estimated \$10 million is available to support 5-10 awards ranging from \$1 million to \$1.5 million through this topic area. The project period is 24 months.
- Topic Area 3A: Increasing Commercial Capacity for Testing and Certification of HighPower Electric Vehicle Chargers: an estimated \$6 million is available to support 2-3 awards ranging from \$2 million to \$3 million through this topic area. The project period is 24 months.
- Topic Area 3B: Validating Public EV Charging Infrastructure Real World Performance and Reliability: an estimated \$8 million is available to support 2-4 awards ranging from \$2 million to \$4 million through this topic area. The project period is 30 months.

Matching and Cost Share

Cost share requirements for each topic areas are as follows:

- Topic 1: The cost share must be at least 20% of the total project costs. The cost share must come from non-federal sources unless otherwise allowed by law.
- Topic 2A: Cost Share Cost share may vary by activity. Non-deployment activities have a 0 percent cost share requirement, while deployment activities will require 50 percent. Deployment costs must not exceed 50% of total project costs. The cost share must come from non-federal sources unless otherwise allowed by law.
- Topic 2B: Cost share not required.
- Topic 3A: The cost share must be at least 50 percent of the total project. The cost share must come from non-federal sources unless otherwise allowed by law.
- Topic 3B: Cost share not required.

Contact Information

Program Staff

DE-FOA-0002881@netl.doe.gov

Ride and Drive Electric Program

<https://eere-exchange.energy.gov/Default.aspx#Foald0b80a42a-5380-4459-96a9-f333002ea9b0>



Department: U.S. Department of Energy

Agency: Office of Manufacturing and Energy Supply Chains

FY 2024 Bipartisan Infrastructure Law (BIL) Smart Manufacturing and Recycling Tactics for States (SMART) (Part B): State and Local Battery Collection, Recycling, and Reprocessing Program

Grant Overview

This program supports the establishment or enhancement of battery collection, recycling, and reprocessing to support domestic battery and critical materials supply chain. This component is intended to support the recycling of batteries and battery-containing devices that will support the establishment of a robust domestic critical material supply chain for electric vehicle (EV) batteries. Eligible applicants are states and local governments.

Program History

	Total Funding	# of Awards
2023	\$7,215,393	6

Key Information & Tips

Total Funding: \$41 Million

Award Range: \$250,000 to \$10 million

Cost-Share: 50 percent

Solicitation date: August 1, 2024

Proposal due: September 16, 2024

Click [here](#) for more information.



Awardee Profile

Minnesota Pollution Control Agency, Saint Paul, MN

Amount: \$1.25 million

Year: 2023

Minnesota Pollution Control Agency received funding through this program to provide fire suppression supplies and safe indoor and outdoor storage for batteries collected from the public by county and tribal battery collection programs.

Department: U.S. Department of Energy

Agency: Office of Manufacturing and Energy Supply Chains

FY 2024 Bipartisan Infrastructure Law (BIL) Smart Manufacturing and Recycling Tactics for States (SMART) (Part B): State and Local Battery Collection, Recycling, and Reprocessing Program

Detailed Summary

The purpose of the parent program is to establish and enhance state programs that will support small- and medium-sized manufacturers (SMMs) of all products to access smart manufacturing technologies and/or high-performance computing resources, as well as establish and expand state and local battery recycling programs.

All projects must include a community benefits plan that will ensure the project will advance community and labor engagement; investment in job quality and workforce continuity; advancement diversity, equity, inclusion, and accessibility (DEIA); and the Justice40 Initiative. In particular, projects that involve meaningful engagement and participation of workforce organizations, including labor unions, as well as underserved communities and under-represented groups, including Indian tribes, are encouraged.

This program specifically focuses on the second component of the parent: *State and Local Battery Collection, Recycling, and Reprocessing Program*.

The purpose of the State and Local Battery Collection, Recycling, and Reprocessing Program component is to support states and units of local government to establish or enhance battery collection, recycling, and reprocessing to support a domestic battery and critical materials supply chain. This component is intended to support the recycling of batteries and battery-containing devices that will support the establishment of a robust domestic critical material supply chain for electric vehicle (EV) batteries.

For the purposes of this component, a battery is defined as a device that consists of one or more electrochemical cells that are electrically connected and is designed to store and deliver electric energy.

Funding will support projects that propose a recycling program for batteries with operational elements, such as staffing, supplies, equipment, and locations. All projects must include elements of battery collection, sorting, storing, transporting, recycling, and/or reprocessing. In addition, all projects must address current issues, challenges, and opportunities for battery recycling, such as:

- Collection: increasing collection amounts and rates
- Sorting: increasing sorting accuracy, and reducing contamination in the recycling stream

- **Storage:** supporting cost-effective solutions compliant with federal, state, and local hazardous waste or universal waste storage requirements for batteries as well as all applicable fire code and/or other safety requirements
- **Transportation:** supporting cost-effective solutions compliant with the Department of Transportation's (DOT's) shipping requirements for batteries
- **Information:** supporting the amplification and dissemination of battery recycling resources, including training, public information, workforce development/training resources, and battery information, such as identification, handling, safety, proper disposal, and regulations

All projects must also meet the following additional requirements:

- Structure project scope and tasks to provide reporting on the number of battery collection points to be established or enhanced as well as the quantity of material to be collected
- Provide data and documentation to support anticipated collection amounts, rates, and site selections
- Provide data and documentation to support anticipated downstream recycling; reprocessing; or material reprocessors, users, or industries

Applicant Eligibility

Eligible applicants are states and local governments.

The following types of domestic entities are eligible to participate in this program as subrecipients:

- Institutions of higher education
- For-profit entities
- Nonprofit entities
- State and local governmental entities
- Indian tribes

Applicants may submit more than one application, provided that each application is for a unique and scientifically distinct project.

Funding

In FY 2024, an estimated \$41 million is available through this component to support approximately 10 to 25 awards ranging from approximately \$250,000 to \$10 million.

The project period will last between 36 and 60 months and will be comprised of three to five budget periods.

Award notifications are expected to be made in December 2024.

Matching and Cost Sharing

Applicants must provide at least 50 percent of the total project costs via nonfederal matching contributions.

Project teams may use funding or property received from state or local governments as a match, provided that the federal government did not provide the funding to the state or local government.

Contact Information

Program Staff

DE-FOA-0003376@netl.doe.gov

Click [here](#) for more information.

Electric FEDERAL GRANT PROFILE



Department: U.S. Department of Energy
Agency: National Renewable Energy Laboratory

FY 2025 Clean Energy to Communities Program: Peer-Learning Cohorts

Grant Overview

This program provides an opportunity for local, regional, and tribal governments to participate in peer-learning cohorts regarding clean energy. Rather than providing monetary awards, this program will provide technical assistance to cohorts, including strategic and technical support; helpful materials, such as templates, trainings, tools, best practices, and analyses; and opportunities for collaboration with other communities across the United States facing similar challenges. Eligible applicants vary depending on the cohort topic focus. In general, eligible applicants include local governments, tribal governments, metropolitan planning organizations, and regional planning organizations.

Program History

	Total Funding	# of Awards
2024	N/A	3
2023	N/A	3

Key Information

Total Funding: Rather than providing monetary awards, this program will provide technical assistance

Match: Not Required

Solicitation date: September 24, 2024

Proposal due: October 31, 2024

<https://www.nrel.gov/state-local-tribal/c2c-peer-learning-cohorts.html>



Awardee Profile

Implementing an Agrivoltaics
Project Cohort

AMOUNT: N/A

YEAR: 2024

The Implementing an Agrivoltaics Project Cohort contained the following entities: Appalachian Sustainable Development, Black Oaks Center, Community Power Collaborative, Equitable Solar Investments, Florida Educational Development, Nature Conservancy Florida, Oregon State University/Sheba LLC, Paragon Cooperative, Phoenix Community Farm, Piedmont Environmental Council, Spark Northwest; Strengthen ND, The Bronx Land Trust, The Latino Coalition of San Benito County (California) and Costanoan Indian Research.

Department: U.S. Department of Energy

Agency: National Renewable Energy Laboratory

FY 2025 Clean Energy to Communities Program: Peer-Learning Cohorts

Detailed Summary

The purpose of this program is to provide an opportunity for participation in peer-learning cohorts. Each peer-learning cohort will convene regularly to exchange strategies and best practices; learn in a collaborative environment; and workshop policy or program proposals, action plans, or strategies to overcome challenges around a common clean energy topic. Experts will provide each cohort with case studies, analysis and modeling tools, templates, training materials, and facilitated collaboration to enable accelerated clean energy progress.

Peer-learning cohorts will bring together communities with similar clean energy goals, opportunities, or challenges to:

- Learn from subject matter experts who will provide education, best practices, analysis tools, templates, and other resources as needed
- Exchange case studies, experiences, and insights with other communities that can inform their own activities
- Gain insights that will help them access upcoming funding or programmatic opportunities
- Develop proposals, action plans, and strategies to overcome common challenges and enable accelerated clean energy progress

This program's cohort topics include:

- Planning for microgrids to increase community resilience: This cohort will cover the types and scales of microgrids, the basics of how they work, the costs and benefits, and funding and procurement strategies. Participants will learn from, and exchange ideas with, other participants while receiving assistance and support from national lab subject matter experts; access tools and strategies to conduct community engagement to align microgrid projects with community resilience priorities; share experiences and approaches for working with varying regulatory and utility situations; and learn how to maximize microgrid benefits by exploring site characteristics, technology designs, electrical performance goals, and financial considerations.
- Expanding capacity for distributed wind in rural and agricultural communities: This cohort will introduce entities representing rural and agricultural communities to distributed wind technologies. Distributed wind consists of small-scale wind turbine installations that allow individuals, communities, and businesses to reduce electricity costs and increase revenue through local, carbon-free energy generation. Participants will explore key levers for success, including permitting, zoning, financing and ownership models, and building awareness in key markets, such as the agricultural sector. Additionally, participants will learn about available tools and technical assistance that can help them explore resource and economic viability of distributed wind in their own contexts.

- Renewable energy and energy efficiency improvements in Appalachia: This cohort will explore available renewable energy and energy efficiency technologies, including their procurement processes, available funding and financing opportunities, and other deployment factors. Participants will learn about community engagement and other strategies to ensure the new energy economy results in community benefits, and they will outline next steps to leverage these technologies for economic and workforce opportunities in Appalachia.

Applicant Eligibility

Eligible applicants are entities that have decision-making power or influence in their community entities but need access to additional clean energy expertise to inform upcoming opportunities. Specific eligibility requirements will vary according to cohort topic, as follows:

Planning for microgrids to increase energy resilience:

- Eligible applicants are local governments, including cities, towns, villages, and counties; regional organizations, such as councils of governments; municipal utilities or electric co-ops; tribes, including Alaska Native villages, Alaska Native corporations, and state-recognized tribes; community-based nonprofit organizations; and nonprofit colleges or hospitals.

Expanding capacity for distributed wind in rural and agricultural communities:

- Eligible applicants are local governments, especially rural counties, towns, and villages; tribes, including Alaska Native Villages, Alaska Native Corporations, and state-recognized tribes; regional development organizations, including councils of governments; economic development corporations; university cooperative extension; and cooperative and municipal utilities. All participants must represent a rural, remote, or agricultural community.

Renewable energy and energy efficiency improvements in Appalachia:

- Eligible applicants are local governments, including cities, towns, villages, and counties; regional organizations, including councils of governments; economic development organizations; tribes, including state-recognized tribes and tribal organizations; and community-based organizations that are working in partnership with a specific local government, regional government, or tribe. Ideal participants for this cohort are local governments and regional organizations, economic development districts, and tribes that are interested in learning more about renewable energy and energy efficiency and want to connect and exchange ideas with aligned peers in the region.

Applicants may be located within U.S. territories.

For the renewable energy and energy efficiency improvements in Appalachia cohort, applicants must be located in Appalachia.

Priority applicants will also vary according to cohort, as follows:

Planning for microgrids to increase energy resilience:

- Entities in areas with significant risk of weather-related emergencies, grid instability, or power outages, including those that are located in islanded or remote communities

Expanding capacity for distributed wind in rural and agricultural communities:

- Entities that work directly with farmers

Primary applicants may benefit from including secondary partners, such as electric utilities, community-based organizations, and other public agencies, on their application, especially those that may play a significant role in planning, decision-making processes, and implementation efforts.

Applicants will be required to indicate their primary community representative, which must be a member of the applicant organization, on their application.

Applicants may apply for up to two cohorts in a single cohort cycle.

Funding

Rather than providing monetary awards, this program provides an opportunity for participation in peer-learning cohorts. Each peer-learning cohort will convene regularly to exchange strategies and best practices; learn in a collaborative environment; and workshop policy or program proposals, action plans, or strategies to overcome challenges around a common clean energy topic.

Each cohort is estimated to consist of 8 to 15 communities; however, in some cases, cohorts may be larger or smaller.

Communities will be selected and notified in early December 2024.

Cohorts will launch in July 2025. Each cohort is expected to last approximately six months on average; however, some cohorts may be shorter or longer depending on the content and time needed to effectively meet participant needs.

Matching and Cost Sharing

Matching funds are not required for this program.

Contact Information

Program Staff

c2c@nrel.gov

<https://www.nrel.gov/state-local-tribal/c2c-peer-learning-cohorts.html>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Energy
Agency: Office of Electricity

FY 2024 Community Microgrid Development Partnership (C-MAP)

Grant Overview

The purpose of the Community Microgrid Development Partnership (C-MAP) is to support implementation or improving operation of existing or new microgrid energy systems.

This program aims to lay a pathway for underserved and Indigenous communities to access the benefits of advanced microgrid systems while delivering much-needed information to the energy technology market. Eligible applicants include nonprofits, including energy cooperatives; state and local governmental entities; and any federally recognized American Indian and Alaska Native tribes and villages.

Program History

This is a new funding opportunity launched by the U.S. Department of Energy's Office of Electricity.

Key Information

Total Funding: Not Specified

Award Range: \$200,000 - \$500,000

Match: Not Required

Solicitation date: October 2, 2024

Proposal due: December 20, 2024

Click [here](#) for more information.



Tips

- Informational webinar: November 2024
- Communities selected: Spring 2025
- Applicants may submit multiple proposals.
- Proposals must address individual topic areas.
- Communities or community groups may be part of multiple proposals.

Department: U.S. Department of Energy

Agency: Office of Electricity

FY 2024 Community Microgrid Development Partnership (C-MAP)

Detailed Summary

The purpose of this program is to support communities interested in taking advantage of advanced microgrid technology to support their future community and energy needs. For the purposes of this program, a microgrid is defined as a group of interconnected loads and distributed energy resources within clearly defined electrical boundaries that acts as a single controllable entity with respect to the grid, that can connect and disconnect from the grid to operate in grid-connected or island mode. In addition to monetary awards, this program will provide direct and indirect technical assistance and additional community-based services that align with funding agency goals. Program funding will support implementation or improving operation of existing or new microgrid energy systems through one or more of the following pathways:

- Develop and implement multicommunity support efforts to better support or develop advanced microgrid energy system;
- Develop detailed engineering designs and financial assessments in support of developing advanced microgrid system; and/or
- Assess and improve the operation of existing microgrid energy systems.

C-MAP aims to lay a pathway for underserved and Indigenous communities to access the benefits of advanced microgrid systems while delivering much-needed information to the energy technology market. This program focuses on microgrid energy systems serving the needs of underserved and Indigenous communities that are electrically isolated or are designed to operate independently of the grid for prolonged periods of time.

All projects should lead to an eventual improvement in performance, such as improved efficiency, reduced use of imported energy, or increased reliability or resilience; improved system operability; decreased capital costs; reduced project development, construction, and commissioning times; and/or improved long-term operations and maintenance. Projects should also be implemented to allow improved industry-wide learning on microgrid energy systems, allowing other parties or communities to take advantage of the lessons obtained through the project.

Funding will be provided for the following program components:

Part A – Regional Microgrid Community Operations Assistance: The purpose of the Regional Microgrid Community Operations Assistance component is to help energy service providers from multiple communities collaborate to improve the operations of microgrid power systems across their communities. This program will cover the costs of expanding community-based development, planning, and operation, leading to expanded support for the operation or improvement of microgrids that will impact multiple communities.

Areas of collaboration must be identified across three to six communities that address operational, training, or staffing challenges faced by most of these communities; develop a plan to expand collaboration while addressing the challenges; and then implement those plans to the extent possible. An example of an eligible

Community Microgrid Development Partnership

project would be the development of a multicompany maintenance collaborative that would support the cross-training of maintenance staff, development of coordinated maintenance procedures, and the development of monitoring systems that could be implemented on each microgrid to allow for system operational monitoring from partner communities.

Program funding must be used for multiple communities to support staff time, staff training or skills development, analysis efforts, and power system-focused training to improve operations or management with a focus on increasing intracommunity collaboration, leading to the adoption or improvement of microgrid energy systems across applicant communities.

Part B – Regional Microgrid Community Development Assistance: The purpose of the Regional Microgrid Community Development Assistance component is to expand community-based microgrid development and planning, leading to the identification of regional approaches that support the implementation of improved microgrids for or in multiple communities. Projects may also include work to support regional microgrid development or improvement plans, such as incorporating advanced controls or renewable energy systems on individual community microgrids. Program funding may support staffing, analysis efforts, data collection and monitoring equipment, regional optimization assessments, and/or identification of regional approaches to lower the costs for microgrid system improvement or replacement for multiple communities.

Part C – Microgrid Development: The purpose of the Microgrid Development component is to allow individual communities to complete detailed engineering design and investment plans for a new or major retrofit of an existing microgrid power system, enabling communities to obtain project funding. Communities are expected to have completed preliminary design or development assessments for the microgrid power system being considered, but need additional resources to develop detailed development plans to support project financing and implementation. An example of an eligible project is conducting a detailed conceptual design of a proposed advanced microgrid based on a previously completed general feasibility study. Funds are expected to be used to conduct detailed engineering studies, perform needed resource assessments, develop financial models, and identify funding sources for potential project implementation.

Part D – Microgrid Transformation: The purpose of the Microgrid Transformation component is to allow individual communities to assess, design, and implement microgrid improvement efforts to operational microgrid systems. Communities must be operating a microgrid power system that has limited operability due to design or other constraints, where optimization, hardware innovation, or the implementation of new operational concepts would lead to transformational improvements in system operation. Preference will be given to projects that are implementing potentially transformational improvements to existing microgrid systems, providing insights that may be applicable to other communities. An example of an eligible project is assessing the operational performance of an existing microgrid power system and analyzing the implementation of an improvement, such as upgrading system controls to implement active load control or upgrading a power converter to maximize the output from an energy storage or expanded renewable energy system.

Funds are expected to be used to identify technical needs for improvement, support required engineering, and implement identified improvements.

Applicant Eligibility

Eligible applicants are:

- Nonprofit entities, including energy cooperatives;

Community Microgrid Development Partnership

- State and local governmental entities; and/or
- Any federally recognized American Indian and Alaska Native tribes and villages, inclusive of any Alaska Native village or regional corporation as defined in or established pursuant to the Alaska Native Settlement Act.

Applicants must be from, or directly represent, specific underserved and Indigenous communities in remote, rural, and islanded regions of Alaska, Hawai'i, and tribal lands in the West and Midwest. For the purposes of this program, rural or remote areas are defined as a city, town, or unincorporated area that has a population of not more than 10,000 inhabitants.

C-MAP defines underserved communities are those in which at least 30 percent of the population is classified as low-income, and there is high or severe energy burden, defined as median spending of household income on energy bills of at least 6 percent. Interested parties that do not specifically meet these data points are still encouraged to contact their regional partner and describe how they may be eligible.

Funding

In FY 2024, an unspecified amount of funding is available overall to support awards through this program. Funding for each component is as follows:

Part A – Regional Microgrid Community Operations Assistance: Funding will support three to five awards for this component with a base award of \$200,000 and an additional \$75,000 per community, up to a maximum award of \$650,000. The project period will span 24 months from contract execution.

Part B – Regional Microgrid Community Development Assistance: Funding will support three to five awards for this component with a base award of \$300,000 and an additional \$50,000 per community, up to a maximum award of \$550,000. The project period will span 24 months from contract execution.

Part C – Microgrid Development: Funding will support three to five awards for this component with a maximum award of \$300,000. The project period will span 22 months from contract execution.

Part D - Microgrid Transformation: Funding will support three to five awards for this component with a maximum award of \$400,000. The project period will span 18 months from contract execution.

Matching and Cost-Share

There are no stated matching or cost-share requirements for this program.

Contact Information

Kyndall Jackson
Subcontract Administrator
Kyndall.jackson@nrel.gov

*Note that technical questions must be received by 2:00 p.m. MT on November 1, 2024

Click [here](#) for more information.



Department: U.S. Department of Energy
Agency: Office of Clean Energy Demonstrations

FY 2023 Distributed Energy Systems Demonstrations Program

Grant Overview

The purpose of this program is to help the U.S. develop more reliable, resilient, and cost-effective energy systems to better support our rapidly changing electric grid and the growth of electric vehicles (EV), energy storage, and the electrification of buildings and industry. Eligible prime recipients include utilities, including municipal, cooperative, and investor-owned utilities; and for-profit entities currently engaged in grid service provision via an established portfolio of aggregated distributed energy resources.

Program History

This is a *new* program established through the 2023 Consolidated Appropriations Act.

Key Information

Total Funding: Approximately \$50 million

Award Range: \$10 million to \$25 million

Match: 50 percent

Proposal due: November 16, 2023 (Concept Papers), February 29, 2024 (Full Applications).

<https://www.energy.gov/oced/distributed-energy-systems-demonstrations-program>



Tips

- All distributed energy resources and technologies included in a project should be TRL 7-9.
- The funding agency is compiling a “Teaming Partner List” to facilitate the formation of new project teams for this program. The Teaming Partner List allows organizations who may wish to participate on an application to express their interest to other applicants and to explore potential partnerships.

Department: U.S. Department of Energy

Agency: Office of Clean Energy Demonstrations

FY 2023 Distributed Energy Systems Demonstrations Program

Detailed Summary

The purpose of this program is to support transformative at-scale projects within distribution systems that demonstrate approaches to integrate grid-edge renewable and distributed energy systems into broader energy networks. These projects will seek to demonstrate reliable operations and system-wide value in the context of distribution grids with high levels of variable as well as non-dispatchable renewable generation and flexible load assets. The program goal is to build confidence that the design, control, and compensation approaches developed can be readily applied to other portions of the distribution grid and extended to other mixes of distributed energy resources (DERs), potentially extending the value of this approach to a more diverse set of communities, individuals, and entities as the distribution system continues to change.

Projects should accomplish the maximum practicable number of the following objectives:

- Demonstrate reliable operations and financial value of distribution grids that leverage high levels of variable renewable generation and flexible load assets to the distribution grid operators and end-users
- Demonstrate interoperability and coordinated control of generation, grid, storage, transportation, industrial and/or building energy systems.
- Demonstrate reliable grid service provision from diverse DER mixes and grid configurations.
- Support the development of best practices for planning, execution, and operation of similar projects.
- Ensure sharing of best practices and key learnings on grid reliability at high levels of penetration utilizing diverse asset mixes with system operators to ensure replicability and extensibility of control approaches.
- Share electricity usage and system performance data with relevant communities (geographic communities and communities of practice) to accelerate adoption and replication of successful solutions.
- Integrate with and expand grid operator training programs.
- Accelerate the incorporation of these solutions into utility planning processes.
- Reduce the cost of capital for implementation of similar, subsequent projects.
- Reduce barriers to participation and access to grid service financial value for a diverse group of energy asset owners and disadvantaged communities (DAC).
- Engage in providing grid services to Independent System Operators/Regional Transmission Organizations (ISO/RTO) through FERC Order 2222.

The funding agency anticipates that funds will support primarily system planning, enhancements to sensing, communications and control infrastructure, control software, and sustained operational demonstrations, with a limited portion of funds supporting direct deployment or implementation of distributed energy assets.

Eligible projects must meet the following grid system requirements and cost considerations:

- All projects must utilize a distribution grid with at least 20MW peak load for the demonstration.
- All projects must utilize distributed energy resources (excluding distributed generation) with an aggregated capacity of at least 25% of the grid system peak load.
- All projects must have at least 50% of distributed energy resources in place and/or enrolled at the application stage.
- Every project team must include a distribution grid operator, either as prime recipient or as a subrecipient

Projects are encouraged to utilize a variety of DERs including but not limited to:

- Distributed generation
- Stationary energy storage
- Electric vehicles
- Flexible Building loads
- Industrial facility loads
- Sensing, communication, and control systems assets
- Advanced grid electronics

Applicants may utilize some or all of the DERs and associated technologies and systems listed above, may utilize existing aggregation programs, and may target a range of services and value propositions depending on grid conditions and community needs. All DERs and technologies included in the project should be TRL 7-9.

In general, the program is seeking proposals that demonstrate service provision from the aggregated system, rather than from a single asset within the system. Example metrics and services include:

- Capacity services
- Demand reduction
- Energy shifting
- Reliability services, including volt/VAR and frequency support
- Congestions and curtailment reductions
- Emissions reductions
- Electricity cost reductions
- Curtailment reduction
- Blackstart capability
- Outage ride-through
- Outage frequency and duration reduction
- Voltage/VAR support

Projects under this program will be funded through four distinct phases:

- Phase 1 - Detailed Planning: Phase 1 activities will focus on completing specific details about the overall project plan and analysis to refine projections submitted as part of the proposal. These activities must provide assurance to DOE that the overall project plan is technologically, financially, and legally viable, with buy-in from relevant local and community stakeholders. This could include any plans to develop a skilled labor pool and provide community benefits through Workforce and Community Agreements. Teams will complete preliminary engineering, construction, and commercial-scale designs.

- Phase 2 – Project Development, Permitting, and Financing: Phase 2 encompasses advanced planning activities. Recipients will finalize their project development plans, commercial agreements, financial structure, and complete the necessary permitting and approval activities required to begin construction. Long-lead procurement activities may be started in Phase 2 with prior DOE approval. All distributed energy asset recruitment and enrollment activities should be completed. By the completion of Phase 2, safety and security plans should be finalized and execution ready. All necessary permits and approvals should be in place to prepare for construction, including completion of required NEPA reviews and regulatory approvals.
- Phase 3 – Installation, Integration, and Construction: During Phase 3, recipients will continue to implement their community benefits plans and provide ongoing mechanisms for community and labor input that will support the realization of meaningful benefits and minimization of any project negative impacts.
- Phase 4 – Ramp-Up and Sustained Operations: Phase 4 activities will focus on integrated system performance and ramp-up. By the end of Phase 4, each award will have demonstrated fully functional operations over an extended period. For this program, it is anticipated that Phase 4 will have a minimum duration of 3 years and may extend as long as 5 years.

Applicant Eligibility

Eligible prime recipients include utilities, including municipal, cooperative, and investor-owned utilities; and for-profit entities currently engaged in grid service provision via an established portfolio of aggregated distributed energy resources.

Eligible subrecipients include institutions of higher education; national laboratories/FFRDCs, non-profit entities; for-profit entities; Tribal Nations; state and local governmental entities; community choice aggregators; incorporated and unincorporated consortia; individual contributors; and partnerships or consortia of two or more of these entities.

Funding

In FY 2023, approximately \$50 million in federal funding is available for an estimated two to four new awards through this program. Awards are estimated to be between \$10 million and \$25 million.

The maximum expected project period for all four phases is 8 years.

In general, the following activities may only compose a limited portion of funding expenditures:

- Capital expenditures for purchase and installation of generation, storage, and load assets may not exceed 15% of total project costs;
- Recruitment and enrollment activities for consumer and commercially owned DERs may not exceed 10% of total project costs; and
- Direct payment of participation incentives to asset owners may not exceed 15% of total project costs excluding program income.

Matching and Cost Share

A cost share of at least 50 percent of the total project cost is required. The cost-share must come from non-federal sources unless otherwise allowed by law, such as project participants, state or local governments, or

third-party financing. Cost share may be provided in the form of cash or cash equivalents, or in-kind contributions.

Contact Information

Questions regarding this program must be submitted to: oced.des.foa@hq.doe.gov.

<https://www.energy.gov/oced/distributed-energy-systems-demonstrations-program>

FEDERAL GRANT PROFILE



Department: U.S. Department of Energy

Agency: Office of Energy Efficiency and Renewable Energy

FY 2023 Electric Drive Vehicle Battery Recycling and Second Life Applications

Grant Overview

The purpose of this program is to reduce the costs associated with transportation, dismantling, and preprocessing of end-of-life electric drive vehicle batteries for recycling, as well as recycling of plastic and polymer electric drive vehicle battery accessory components through research, development, and demonstration projects. Eligible applicants are domestic entities including state, local and tribal governments, nonprofits, for-profit entities, and institutions of higher education.

Program History

	Total Funding	# of Awards
2022	\$60 million	10

Key Information

Total Funding: \$60 million

Award Range: \$4 million - \$12 million

Match: Varies

Solicitation date: December 18, 2023

Proposal due: February 7, 2024 (concept paper), April 19, 2024 (full application)

<https://eere-exchange.energy.gov/Default.aspx#Foaldb32526c2-af4b-4e13-a37f-e9a1250287d6>



Awardee Profile

Smartville, Inc
Carlsbad, California

AMOUNT: \$6,019,555

YEAR: 2022

Smartville, Inc. will develop and demonstrate its unique and innovative second-life battery life-balancing and unifying technology to accelerate real-world deployment of systems to fulfill utility customer and system-level needs for stationary energy storage.

Department: U.S. Department of Energy

Agency: Office of Energy Efficiency and Renewable Energy

FY 2023 Electric Drive Vehicle Battery Recycling and Second Life Applications

Detailed Summary

The purpose of this program is to reduce the costs associated with transportation, dismantling, and preprocessing of end-of-life electric drive vehicle batteries for recycling, as well as recycling of plastic and polymer electric drive vehicle battery accessory components through research, development, and demonstration projects. Program funding will support innovative technologies and processes that reduce the cost of battery recycling to achieve scale-up and profitability. Projects under the following topic areas will be supported:

Topic Area 1 - improving the economics of transportation, dismantling, and preprocessing of electric drive vehicle batteries: Projects will improve the economics of lithium-Ion electric vehicle (EV) battery recycling to ensure an economically profitable EV battery recycling ecosystem. This topic area is specifically aimed at reducing the costs associated with transportation and dismantling prior to the chemical and metal separation processes at recycling facilities. Technologies and processes that can interface at the point of collection, such as those performed at or with auto recyclers, dealerships, or automobile mechanic shops, are of particular interest. Also of interest are technologies or product designs that lower the costs and improve safety associated with the transport and disassembly of electric drive vehicle batteries, including:

- Technologies and processes that improve the safety of end-of-life (EOL) EV battery transportation
- Product designs that decrease the cost and improve the safety of EOL EV battery packaging or transportation
- Technologies, processes, or logistics solutions that combine storage with transportation to allow full truck load (FTL) shipping
- Unique approaches that reduce the cost of transporting EOL EV batteries to a recycling facility
- Technologies and processes that reliably detect whether an EV battery should be designated as damaged or defective in a safe, convenient, and cost-effective manner

Topic Area 2 - recycling of electric drive vehicle battery accessory components: Projects will develop and demonstrate technologies and processes for recycling and disposal of plastics and polymer composites used in casings and enclosures of EV batteries. Approaches of interest include:

- Processes or technologies that reduce the cost and/or improve the economics of recycling plastic and polymer composites from EV battery packs
- Novel technologies for separating accessory components
- Methods to ensure complete removal of battery active materials from plastic and polymer composite components
- Methods to ensure safe disposal of waste materials and components recovered during the recycling process

- Development of novel use cases for incorporating recycling accessory component materials in new EV battery packs

Meaningful engagement and participation of workforce organizations, including labor unions, as well as underserved communities and under-represented groups, including Indian tribes, in projects is encouraged.

Applicant Eligibility

Eligible applicants are domestic entities including state, local and tribal governments, nonprofits, for-profit entities, U.S. territories, Indian tribes, institutions of higher education, and consortia of any of the above entities. Applicants are encouraged to demonstrate partnering commitments from key stakeholder organizations, including those at electric vehicle (EV) collection points, battery recyclers, battery manufacturers, relevant government agencies, trade associations, academic institutions, non-governmental organizations (NGOs), nonprofit organizations, and retailers, as applicable.

Applicants may submit more than one concept paper and full application, provided each application describes a unique, scientifically distinct project, however, only new applications will be accepted.

Funding

In FY 2023, approximately \$37 million will be available to support awards through this program as follows:

- Topic Area 1: approximately \$37 million in funding is available to support an estimated 4-9 awards ranging from \$4 million to \$8 million.
- Topic Area 2: approximately \$2 million in funding is available to support an estimated 1-2 awards ranging from \$1 million to \$2 million.

The project period for both topic areas is 36 months comprised of three 12-month budget periods.

Matching and Cost Sharing

Applicants must provide cash and/or in-kind matching contributions, as follows:

- Topic Area 1: at least 20 percent of the total project costs for research and development projects
- Topic Area 2: at least 50 percent of the total project costs for demonstration projects

Allowable in-kind contributions include the donation of volunteer time or the donation of space or use of equipment. Matching funds must come from nonfederal sources, such as project participants, state or local governments, or other third-party financing, unless otherwise allowed by law.

Contact Information

Program Staff

DE-FOA-0003120@netl.doe.gov

<https://eere-exchange.energy.gov/Default.aspx#Foaldb32526c2-af4b-4e13-a37f-e9a1250287d6>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Energy

Agency: Energy Efficiency and Renewable Energy (EERE)

FY 2025 Vehicle Technologies Office (VTO) Program Wide Funding Opportunity Announcement

Grant Overview

This program will seek innovative solutions for on-road and off-road vehicles in the areas of improved battery technology for both light- and heavy-duty applications, smart charging infrastructure, sustainable farming, workforce development, and demonstration and deployment of these new technologies. Eligible applicants are for-profit entities, nonprofit entities, individuals, state governments, local governments, and tribal governments.

Program History

	Total Funding	# of Awards
2022	\$85,793,110	43

Key Information

Total Funding: \$88 million

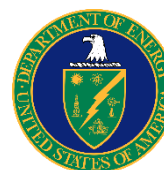
Award Range: \$1- \$6 million

Match: Varies

Solicitation Date: January 17, 2025

Proposal due: April 1, 2025 (Concept Papers), June 18, 2025 (Full Application)

<https://www.energy.gov/eere/vehicles/articles/funding-notice-fiscal-year-2025-vehicle-technologies-office-vto-program-wide>



Awardee Profile

City of Arlington
Texas

AMOUNT: \$780,182

YEAR: 2022

The City of Arlington received funding for a Multimodal/Drone Delivery Demonstration project focused on Disadvantaged Communities and Mobility Challenged Populations.

Department: U.S. Department of Energy

Agency: Energy Efficiency and Renewable Energy (EERE)

FY 2025 Vehicle Technologies Office (VTO) Program Wide Funding Opportunity Announcement

Detailed Summary

The purpose of this program is to address improved battery technology for both light- and heavy-duty applications, smart charging infrastructure, sustainable farming, workforce development, and demonstration and deployment of these new innovative technologies. The research and development work performed under this program will lead to economic and environmental benefits including extended battery reliability, improved battery packaging, decreased cost of driving, increased vehicle and system efficiency, and a competent workforce serving the transportation sector. Detailed technical descriptions of the specific Topic Areas are provided in the sections that follow:

- Topic Area 1: Technologies for Enhanced Lithium-ion Cell Safety: The objective of this topic area is to improve on abuse tolerance parameters at the cell level, such as, but not limited to: total heat release, rate of heat release, reduction in cell-to-cell propagation and/or the flammability of ejected cell materials. Successful applications will improve the abuse tolerance of individual cells, ultimately reducing the likelihood of cascading effects of EV fires. The cells used to demonstrate improved abuse tolerance should be at least 5Ah and should have energy densities and performances appropriate to plug-in electric vehicle requirements. The technology will have to meet life performance equivalent to commercial cells.
- Topic Area 2a: Low-Cost Production of Lithium: The objective of this topic area seeks innovative approaches for producing battery-grade lithium at a lower cost, with reduced energy consumption, improved production yield, and minimal environmental impact compared to the current process. These new methods should harness U.S. lithium resources to bolster supply chain resilience for next-generation batteries that rely on metallic lithium as the anode material. Projects should clearly describe the R&D innovations in the proposed application, including the process cost, energy use, purity, and final lithium cost.
- Topic Area 2b: Lithium Metal Surface Protection: The objective of this topic area is to develop novel materials that can form a beneficial passivation layer on the surface of the lithium foil for use in rechargeable lithium batteries containing liquid or solid-state electrolytes. The materials must exhibit excellent stability against lithium, a high ionic conductivity and low electronic conductivity, and compatibility with a high-speed, high-volume roll-to-roll manufacturing process. The applied film should be ultra-thin (nanoscale order), uniformly thick, and exhibit strong adhesion to both lithium and solid-state electrolytes.
- Topic Area 3: Optimized Li-Ion Battery Solutions for Heavy-Duty Electric Vehicles: Medium- and heavy-duty vehicles (MHDVs) make up 5% of the on-road fleet but consume over 51 billion gallons gasoline equivalent (GGE) annually and contribute 21% of transportation emissions [1,2]. Heavy-duty Class 8 trucks account for 67% of fuel use in the MHDV sector [3], averaging >10,700 GGE annually

- [4], representing a significant fraction of operation cost and total cost of ownership. Electrification of heavy-duty trucks would eliminate nitrogen oxides and particulate matter emissions, a significant public health benefit, and substantially reduce carbon emissions from the on-road transportation sector. The subtopics below aim to stimulate U.S.-made innovations that accelerate a domestic battery industry that can support lower cost options for long haul U.S. trucks. Among MHDVs, Class 8 long-haul trucks are uniquely challenging due to energy density requirements implied by significant onboard capacity to handle disparate routes with full cargo loads (i.e., no offset of cargo due to mass, volume of batteries, 500-mi range). Although this topic targets ultra-high-cycle life and modular batteries for the especially challenging Class 8 long-haul truck vocation, the benefits in performance and cost will extend to many other MHDV applications. Cost reduction through improved battery cell and pack design is particularly important for competitiveness in the MHDV sector due to the low production volume relative to other battery end uses. Optimizing chemistry and modularity for MHDV applications for cross-sector use helps alleviate the economies of scale challenge.
- Subtopic Area 3b: Standardized Battery Module Design for Heavy-Duty Electric Trucks: The objective of this topic seeks innovative standardized modules or scale packs (for cell-to-pack design) suitable for Class 8 long-haul trucks. The pack should be based on commercial-relevant Li-ion battery cells (i.e., no chemistry/cell development in this topic), target at least a 60% cell-to-pack weight and volume ratio, minimum projected life of 2,000 cycles and 10-year calendar life, and be rugged, resilient, and safe.
 - Topic Area 4: Thermal Technologies for Zero-Emission Vehicles: The objective of this topic area is to research, develop, and demonstrate innovative technologies capable of significantly decreasing the on-board energy use of vehicle thermal systems, including but not limited to heating, ventilation, and air conditioning (HVAC) systems, for medium- and heavy-duty on-highway zero-emission vehicles. Proposed technologies could include, but are not limited to, phase change materials, heat pumps, electric compressors, advanced controls, novel thermal system designs, energy capture, high-efficiency components, load reduction technologies, load thermal management, and novel applications of existing technologies. Awarded projects must demonstrate resulting improvements in overall vehicle energy efficiency on duty/drive cycles appropriate for the chosen vehicle type(s) and environmental conditions and appropriate for the proposed technology improvements.
 - Topic Area 5: Optimized Grid Planning for Electric Vehicles Using Advanced Metering Infrastructure: The objective of the area of interest is to research, develop, and validate novel and innovative tools leveraging Advanced Metering Infrastructure (AMI) and smart metering as a sensory network to improve the EV charging infrastructure energization process, accelerate EV charging infrastructure deployment, and provide an efficient and secure EV load management platform. Projects in this topic area should look to use advanced metering hardware and backend software to leverage the wide range of front-of-the-meter granular electricity usage data, as well as provide a bi-directional communication stream between the service provider and the connection node smart meter to optimize load profiles and support vehicle-grid integration (VGI). Projects awarded must show how the proposed technology will utilize deployed AMI to accelerate EV charging infrastructure deployment timelines and improve grid transparency and resiliency. Awardees must also detail how the resulting improvements to infrastructure will provide quantitative and qualitative impacts for both EV charging infrastructure and the utility distribution grid.
 - Topic Area 6: CROP - Co-located Renewable-Fuel and Off-road Vehicle Pilots: Through a two-phased approach, demonstrate locally produced, renewable fuels for agricultural use. The initial phase focuses on feasibility, engineering design and lab-scale testing; as funds are available in the future, a

Vehicle Technologies Office (VTO) Program Wide Funding Opportunity Announcement

- second phase will build and test the complete design. The projects selected will reduce costs, advance novel powertrains in a real-world environment, and decrease emissions. Phase 1 is the focus of this current Notice of Funding Opportunity (NOFO), while Phase 2 is intended to be released in a future, separate NOFO.
- Topic Area 7: Vehicle Life Cycle Analysis Baseline: The objective of this area of interest is to conduct LCA including energy usage, critical materials requirements, sustainability, and Greenhouse Gas (GHG) Emissions on up to four vehicles. The LCA must include two baseline vehicles: MY2022 Ford Mach-E and Chevrolet Suburban. Two additional vehicles selected by applicants should also be 2022 models. A passenger car or small SUV utilizing either a plug-in electric hybrid drivetrain or the strong hybrid drivetrain is preferred for these additional baseline vehicles. A cost analysis must also be included. The LCAs should include break downs to sub-assemblies as identified in the R&D GREET model, including body structure, powertrain, transmission, chassis, traction motor, generator, electronic controller, and onboard energy storage.
 - Topic Area 8: Quality Improvements of Battery Busbar Joining: The objective of this area of interest is to focus on joining methods implemented for ‘foil-to-tab’ manufacturing for use in electric vehicles and the ability to monitor joining performance in real time. The quality of foil-to-tabs manufacturing has seen an improvement over the years, including minimizing the heat-affected zone and achieving precision welding, challenges have also arisen in the case of joining dissimilar materials within battery cells themselves leading to issues ranging from the low absorptivity of non-ferrous materials such as Copper (Cu) and Aluminum (Al) when welded using lasers, to the formation of brittle intermetallic connections. These challenges increase the probability of a joint being defective in terms of low electrical conductivity and/or pure mechanical strength and the inability to monitor such defects in real time comes at a financial cost for battery cell manufacturers. The development of scientific quality guidelines for implementing ‘foil-to-tab’ real time monitoring and feedback loop during manufacturing in medium to high volume production is of critical importance. In addition, the ability to develop non-destructive evaluation methods to monitor joint quality in real time is also a key objective.
 - Topic Area 9: Electric Vehicle Workforce Development: The objective of this area of interest is to address the development of local, state, regional, or national outreach, awareness, and partnership building efforts. Efforts should include training and education of professionals who work with vehicles and/or transportation infrastructure to address situations involving zero emission vehicles and infrastructure technologies. Existing training materials, curricula, websites, online tools, and other relevant information resources previously developed in cooperation with EERE or accepted by EERE should be leveraged to the maximum extent possible. Projects can develop training in areas where gaps exist in current training curricula. Projects are encouraged to provide in-person training workshops or build partnerships to incorporate existing online training materials into training programs and encourage widespread reach of these training sessions. Projects addressing communities that are among the top zero emission vehicle markets in the United States are highly encouraged.
 - Topic Area 10: Vehicle Technology Integration - Open Topic: The objective of this topic area is to explore novel solutions to transportation and related clean energy and infrastructure challenges through demonstration and deployment projects that will spur market development. This would include projects to address challenges unique to their geographic areas and solutions with potential for replication in other areas across the country. Projects of interest focus on the advancement of medium and heavy-duty on-road vehicles and can include, but are not limited to:

Vehicle Technologies Office (VTO) Program Wide Funding Opportunity Announcement

- Extended vehicle demonstration projects of medium and heavy-duty vehicles (some examples include vocational trucks and regional and long-haul tractors)
- Projects that accelerate the transition of high-impact heavy duty fleets to zero emission vehicle technologies
- Projects that develop planning models for fleet transition to zero emission vehicles
- Projects that develop actionable plans for medium and heavy-duty vehicles or associated freight corridor infrastructure
- Projects that help leverage innovations developed by the VTO portfolio to expand their adoption
- Innovative charging solutions to address out-of-home charging needs
- Projects that demonstrate unique workplace charging solutions
- Projects that reduce the cost of at-home charging

Applicant Eligibility

Eligible applicants are institutions for higher education, for-profit entities, nonprofit entities, state governments, local governments, Indian Tribes, as defined in section 4 of the Indian Self-Determination and Education Assistance Act, and a consortium of entities as described in the bullets above.

Funding

In FY 2025, approximately \$88 million is available to support up to 47 awards ranging from \$1-\$6 million. Specific funding amounts for each topic area are as follows:

- Topic Area 1: Technologies for Enhanced Lithium-ion Cell Safety: an estimated \$12 million to support 3-5 awards ranging from \$2 million to \$4 million under this topic area. The project period is 36 months.
- Topic Area 2a: Low-Cost Production of Lithium: an estimated \$7 million to support 2-3 awards ranging from \$2 million to \$4 million under this topic area. The project period is 36 months.
- Topic Area 2b: Lithium Metal Surface Protection: an estimated \$8 million to support 2-3 awards ranging from \$3 million to \$6 million under this topic area. The project period is 36 months.
- Topic Area 3a: Ultra-Long-Cycle Life Li-Ion Batteries for Heavy-Duty Electric Trucks: an estimated \$12 million to support up to 4 awards and up to \$3 million per award. The project period is 36 months.
- Topic Area 3b: Standardized Battery Module Design for Heavy-Duty Electric Trucks: an estimated \$8 million to support 2 awards up to \$4 million each under this topic area. The project period is 36 months.
- Topic Area 4: Thermal Technologies for Zero Emission Vehicles: an estimated \$4 million to support 1-2 awards ranging from to \$2 million to \$4 million under this topic area. The project period is 36 months.
- Topic Area 5: Optimized Grid Planning for Electric Vehicles Using Advanced Metering Infrastructure: an estimated \$2 million to support 1-2 awards ranging from \$1 million to \$2 million under this topic area. The project period is 36 months.
- Topic Area 6: CROP – Co-located Renewable Fuel and Off-road Vehicle Pilots: an estimated \$6 million to support 3-4 awards ranging from \$1.5 million to \$2 million under this topic area. The project period is 36 months.
- Topic Area 7: Vehicle Life Cycle Analysis Baseline: an estimated \$3 million to support 2 awards ranging from \$1 million to \$3 million under this topic area. The project period is 36 months.

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- Topic Area 8: Quality Improvements of Battery Busbar Joining: an estimated \$6 million to support 2-4 awards ranging from \$1.5 million to \$3 million under this topic area. The project period is 36 months.
- Topic Area 9: Electric Vehicle Workforce Development: an estimated \$10 million to support 4-6 awards ranging from \$1.6 million to \$2.5 million under this topic area. The project period is 36 months.
- Topic Area 10: Vehicle Technology Integration – Open Topic: an estimated \$10 million to support 5-10 awards ranging from \$1 million to \$2 million under this topic area. The project period is 36 months.

Matching and Cost Share

Cost share requirements for each topic area are as follows:

- Topic Area 1: 20 percent
- Topic Area 2a: 20 percent
- Topic Area 2b: 20 percent
- Topic Area 3a: 20 percent
- Topic Area 3b: 50 percent
- Topic Area 4: 20 percent (of the total project costs for the first two years), 50 percent (of the total project costs in the final year for the demonstration)
- Topic Area 5: 20 percent
- Topic Area 6: 20 percent
- Topic Area 7: 20 percent
- Topic Area 8: 20 percent (of the total project costs for the R&D phase;), 50 percent (of the total project costs in the final year for the demonstration)
- Topic Area 9: Not required
- Topic Area 10: 50 percent

Contact Information

Program Staff

DE-FOA-0003514@NETL.DOE.GOV

<https://www.energy.gov/eere/vehicles/articles/funding-notice-fiscal-year-2025-vehicle-technologies-office-vto-program-wide>

FEDERAL GRANT PROFILE



Department: U.S. Environmental Protection Agency
Agency: Office of Transportation and Air Quality

FY 2022 Bipartisan Infrastructure Law: Clean School Bus Program

Grant Overview

This *new* program supports the replacement of existing school buses with clean and zero-emission school buses, which will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate. Eligible applicants are state and local governments that provide bus service, including public school districts; for-profits and nonprofits that have the capacity to sell clean school buses, zero-emission buses, charging or fueling infrastructure, related charging or fueling infrastructure to school bus owners, or arrange financing for such a sale; nonprofit school transportation associations; and tribes, tribal organizations, and tribally controlled schools that are responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school.

Program History

This is a new program funded by the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act.

Key Information

Total Funding: \$500 million
Award Range: Varies
Match: Not required
Solicitation date: May 20, 2022
Proposal due: August 19, 2022

<https://www.epa.gov/cleanschoolbus>



Tips

- Priority will be given to high-need school districts and low-income areas, rural school districts, and BIA-funded school districts and school districts that receive basic support payments under section 7703(b)(1) of title 20
- A list of priority applicants can be found [here](#)
- EPA will not fund multiple applications for bus replacements that will serve the same school district

Department: U.S. Environmental Protection Agency

Agency: Office of Transportation and Air Quality

FY 2022 Bipartisan Infrastructure Law: Clean School Bus Program

Detailed Summary

The purpose of this program is to support the replacement of existing school buses with clean and zero-emission (ZE) school buses, which will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate. Clean school buses are defined as those that reduce emissions and are operated entirely or in part using an alternative fuel or are zero-emission buses. ZE school buses are defined as those that produce zero exhaust emission of any air pollutant and any greenhouse gas.

Program goals are to:

- Maximize number of clean and ZE school buses funded
- Prioritize school bus replacements in areas that have been historically underserved

Under this program a “school bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school. Old buses being replaced must:

- Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding, and be operational at the time of application submission. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero emission school bus replacements, the fleet can either:
 - Scrap 2010 or older non-diesel internal combustion engine buses; or
 - Scrap, sell, or donate 2011 or newer internal combustion engine buses
- Have a Gross Vehicle Weight Rating of 10,001 lbs or more
- Be operational at the time of application submission
- Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures

All replacement school buses must:

- Have a battery-electric, CNG, or propane drivetrain
- Be EPA certified vehicle model year 2021 or newer
- Have a Gross Vehicle Weight Rating of 10,001 lbs or more
- Not be ordered prior to receiving official notification of selection for EPA funding
- Be purchased, not leased or leased-to-own
- Serve the school district listed on the application for at least five years from the date of delivery
- Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements

- Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the school bus, such as an unvented diesel passenger heater
- Not be purchased or otherwise subsidized with other federal funds. The total of CSB rebate bus funds and other eligible external funds allocated for the bus replacements cannot exceed the cost of the new buses.
- Upon request, be made available for inspection by EPA or its authorized representatives for 5 years from the date of delivery

Program funding for bus costs can also be used for driver/mechanic training, consulting on bus deployments, and bus warranties, if these services are provided through the bus dealer selling the bus and are clearly identified.

Applicants applying for replacement ZE school buses will, if selected, be allocated funding to be used for charging infrastructure installations. This can include but is not limited to charging equipment (such as AC Level 2 charging equipment or direct-current fast charging equipment), design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers. The funding agency strongly recommends that all other charging infrastructure funded under this program be listed by a Nationally Recognized Testing Laboratory and that applicants consider long-term fleet electrical needs when installing charging equipment.

Applicant Eligibility

Eligible applicants are state and local governments that provide bus service, including public school districts; for-profits and nonprofits that have the capacity to sell clean school buses, ZE buses, charging or fueling infrastructure, or related charging or fueling infrastructure to school bus owners, or arrange financing for such a sale; nonprofit school transportation associations; and tribes, tribal organizations, and tribally controlled schools that are responsible for the purchase of school buses or providing school bus service for a BIA funded school.

Public charter schools with a National Center for Education Statistics District ID are eligible to apply directly for funding.

Prior to submitting an application, eligible for-profit and nonprofit entities and nonprofit school transportation associations must also notify and receive approval from the school district that would be served by buses purchased using rebates.

Applicants requesting funds for new school buses that will serve a school district and meets one or more of the prioritization criteria below will be offered more funding per bus and receive preference in the selection process. EPA offers equal prioritization for school districts that meet one or multiple of the following criteria:

- High-need school districts and low-income areas limited to:
 - School districts listed in the [Small Area Income and Poverty Estimates \(SAIPE\) School District Estimates for 2020](#) as having 20 percent or more students living in poverty
 - School districts not listed in the SAIPE data, including most charter schools, that self-certify as having 20 percent or more students living in poverty pursuant to the federal poverty threshold

- Rural - School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics
- Tribal - BIA funded school districts and school districts that receive basic support payments under section 7703(b)(1) of title 20 for children who reside on Indian land.

Funding

In FY 2022, approximately \$500 million will be made available to support an unspecified number of awards through this program. Of the total funding \$250 million will be made available for clean school buses and \$250 million will be made available for ZE school buses. The maximum rebate amount per bus is dependent on the bus fuel type, the bus size, and whether the school district to be served by the buses meets one or more of the prioritization criteria. The maximum rebate per bus is as follows:

- Buses serving school districts that meet one or more prioritization criteria:
 - ZE – Class 7+: may receive a rebate up to \$375,000
 - ZE – Class 3-6: may receive a rebate up to \$285,000
 - CNG – Class 7+: may receive a rebate up to \$45,000
 - CNG – Class 3-6: may receive a rebate up to \$30,000
 - Propane – Class 7+: may receive a rebate up to \$30,000
 - Propane – Class 3-6: may receive a rebate up to \$30,000
- Buses serving school districts that are not prioritized:
 - ZE – Class 7+: may receive a rebate up to \$250,000
 - ZE – Class 3-6: may receive a rebate up to \$190,000
 - CNG – Class 7+: may receive a rebate up to \$30,000
 - CNG – Class 3-6: may receive a rebate up to \$20,000
 - Propane – Class 7+: may receive a rebate up to \$20,000
 - Propane – Class 3-6: may receive a rebate up to \$15,000

There are no stated matching requirements; however, applications that provide cost share through public-private partnerships, grants from other entities, or school bonds may be given priority. Awards of up to 100 percent of the cost of the replacement bus and charging or fueling infrastructure may be possible.

The maximum charging infrastructure amount per replacement ZE school bus for school districts that meet one or more prioritization criteria is \$20,000. The maximum charging infrastructure amount per replacement ZE school bus for school districts that are not prioritized is \$13,000.

Funding requests forms must be submitted to the funding agency from October 2022 to April 2023. The project period will end in October 2024.

Contact Information

Program Staff
cleanschoolbus@epa.gov

<https://www.epa.gov/cleanschoolbus>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Grant Overview

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Program History

	Total Funding	# of Awards
2021	\$21.9 million	8
2020	\$9 million	5

Key Information

Total Funding: Unspecified

Match: Varies

Solicitation Date: March 27, 2024

Pre-Application Due: November 1, 2024

- Airport sponsors should discuss their proposed project with the FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) prior to submitting a pre-application or a full application
- Full applications are expected to be due between early-May and late-June

https://www.faa.gov/airports/environmental/zero_emissions_vehicles



Awardee Profile:

Albuquerque Sunport International,
Albuquerque NM

YEAR: FY 2021

AWARD AMOUNT: \$2,563,280

Albuquerque Sunport International received funding to purchase three electric shuttle buses and one overhead charger

Department: U.S. Department of Transportation

Agency: Federal Aviation Administration (FAA)

FY 2025 Airport Zero Emission Vehicle (ZEV) and Infrastructure Pilot Program

Detailed Summary

The purpose of this program is to improve airport air quality and facilitate the use of zero-emissions technologies at airports. This program allows public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP), to purchase zero-emissions airport vehicles and the infrastructure required to operate them.

Funding must be used for vehicles that are owned or leased by the airport sponsor and used on-airport for airport purposes with some limited off-airport use. All vehicles purchased or leased through the program must be airport-dedicated, meaning that they must be an integral part of the aeronautical, transportation, security, or maintenance services at the airport, or other essential airport need; used on a regular basis in normal operation of the airport; and stored and maintained within the airport boundary.

Eligible project types include:

- Zero-emission airport vehicles: airport-owned, on-road zero-emission vehicles (ZEV) that do not produce exhaust emissions of any criteria pollutant; vehicles are limited to those with all-electric or hydrogen-powered drive trains
- ZEV infrastructure: construction or modification of infrastructure to facilitate fuel delivery to funded ZEVs, including refueling stations, rechargers, on-site fuel storage tanks, and other equipment needed for station operation; airports must limit the capacity of refueling and recharging stations to the number of project vehicles and their fueling requirements

Applicant Eligibility

Eligible airport sponsors are public-use airports in the National Plan of Integrated Airport Systems (NPIAS) that are eligible to receive funding through the Airport Improvement Program (AIP).

Airports in EPA-designated maintenance areas will only be considered after all applications from non-attainment areas are considered for funding. Airports in attainment areas will only be considered after all applications in non-attainment areas and in maintenance areas have been considered.

In addition, priority will be given to projects with the greatest air quality benefits. Projects with the best cost effectiveness in each category will receive the highest priority in their respective categories.

Eligible costs may include fees associated with application preparation, project engineering costs, and project design costs

Funding

In FY 2025, an unspecified amount of funding is available to support awards through this program. Awards will be issued before the end of the federal fiscal year. Vehicles purchased through this program may not be sold or transferred during their useful life without prior notification and written approval by the funding agency.

Matching and Cost Sharing

The cost-sharing percentages of this program are equal to those of the Airport Improvement Program (AIP), which are as follows:

- Large and medium primary hub airports:
 - 20 percent of eligible costs for noise program implementation
 - 25 percent of eligible costs for other projects
- Small primary, reliever, and general aviation airports:
 - 5 percent to 10 percent of eligible costs, depending on statutory requirements

Contact Information

Airport sponsors should contact the appropriate FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) listed online at www.faa.gov/airports/news_information/contact_info/regional.

Edvige B. Mbakoup

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https://www.faa.gov/airports/environmental/zero_emissions_vehicles

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant

Grant Overview

A revised Notice of Funding Opportunity has been reissued under the Trump Administration for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program, renaming to the Better Utilizing Investments to Leverage Development (BUILD) Grant program and implementing amendments to reflect the Administration's priorities. The program supports surface transportation projects that will have a significant local or regional impact. Eligible applicants are state, local, tribal, and U.S. territorial governments, including special districts and public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Program History

	Total Funding	# of Awards
2024	\$1.8 billion	148
2023	\$1.5 billion	162

Key Information and Tips

Total Funding: \$150 million (Round 2 Funding Only)

Award Range: \$1 million - \$25 million (rural)
\$5 million - \$25 million (urban)

Match: 20 percent (urban)

Solicitation date: November 1, 2024

Proposal due: January 30, 2025

- FY 2024 RAISE (Round 1) Projects of Merit [awards](#)
- Review revised NOFO definitions and merit criteria prior to submitting

<https://www.transportation.gov/RAISEgrants>



Awardee Profile

County of Pueblo
Pueblo, CO

AMOUNT: \$8,863,514

YEAR: 2024

This project will fund the planning and construction of phase 3 of a multi-use trail from Pueblo West to the City of Pueblo, expand access to mobility hubs, and plan and design a corridor to Water Works Park.

Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant

Detailed Summary

Previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the Better Utilizing Investments to Leverage Development (BUILD) program provides funding for surface transportation infrastructure that will have a significant local or regional impact and improve transportation infrastructure.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see [Airport Improvement Program Handbook Appendix P](#) for details)
- Intermodal projects
- Projects 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 BUILD program
- 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
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of BUILD such as public road and non-motorized projects that are not otherwise eligible under title 23, United States Code

The following projects are also eligible: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code; surface transportation components of transit-oriented development projects; and surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden. If an application includes right-of-way acquisition, the project will be considered a capital project.

Projects components that are presented together in a single application must ensure each component has independent utility and that there is a demonstrated relationship and connection between them.

Activities eligible for funding under BUILD **planning grants** are related to the planning, preparation, or design— for example environmental analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects. Eligible activities related to multidisciplinary projects or regional planning may include:

- Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Research, demonstration, or pilot projects are only eligible if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Definitions

Urban: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the [interactive map](#).

Rural: A project is designated as rural if it is located outside a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. See the [interactive map](#).

Areas of Persistent Poverty (APP): A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

See the [interactive map](#) to show Areas of Persistent Poverty.

Historically Disadvantaged Communities (HDC): A project is located in a Historically Disadvantaged Community if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

See the [interactive map](#) to show Historically Disadvantaged Communities.

Applicant Eligibility

Eligible applicants are States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible. Recipients of previous RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funding through this program.

Multiple states or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and identify the primary recipient of the award.

Funding

In FY 2025, a total of \$150 million of infrastructure law funding is available to support awards through this round of the program. For capital awards, the minimum award amount is \$5 million for projects located in urban areas and \$1 million for projects located in rural areas. There is no minimum award amount for planning awards. The maximum award amount for both capital and planning grants is \$25 million. Funds are available for obligation only through September 30, 2029. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2034. Funds will be provided on a reimbursement basis.

Funding will be allocated as follows:

- Up to 50 percent of the total funding available, or up to \$750 million, will be allocated to rural projects
- Up to 50 percent of the total funding available, or up to \$750 million, will be allocated to urban projects, which, for the purposes of this program, are defined as census-designated urbanized areas that had a population greater than 200,000 in the 2020 Census
- At least 5 percent, or \$75 million, will be allocated for planning awards.
- At least 1 percent, or \$15 million, will be allocated to projects located in areas of persistent poverty or historically disadvantaged communities
- Up to 20 percent of the total funding available, or \$300 million may be allocated to support the subsidy and administrative costs of projects receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, or the Railroad Rehabilitation and Improvement Financing (RRIF) Program.
- No more than 15 percent of the total BIL funding available, or \$225 million, can be awarded to a single state.

Matching and Cost Sharing

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. For projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty are eligible to fund the project up to 100 percent with Federal funding. Projects located in an urban area, that are not designated APP and/or HDC, that have more than 80 percent federal funding will be ineligible.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Applicants may also be allowed to use select federal funds as part of matching funds including tribal transportation program funds, TIFIA program funds, and Railroad Rehabilitation and Improvement Financing program funds. DOT considers an applicant's cost share during the evaluation and selection process only to confirm eligibility for urban projects that are not located in an APP or HDC.

Contact Information

RAISEgrants@dot.gov

<https://www.transportation.gov/RAISEgrants/raise-nofo>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Federal Transit Administration (FTA)

FY 2025 Grants for Buses and Bus Facilities Competitive Program

Grant Overview

The purpose of the Grants for Buses and Bus Facilities Competitive Program is to enhance safety and renew our transit systems through the deployment of modern buses and associated equipment and facilities. Eligible applicants are designated recipients that allocate funds to fixed route bus operators, states, or local governmental authorities that operate fixed-route bus service, and Indian tribes.

Program History

	Total Funding	# of Awards
2024	\$390 million	55
2023	\$473.1 million	47

Key Information

Total Funding: \$398,000,000

Match: Varies by project type

Solicitation date: May 14, 2025

Proposal due: July 14, 2025

- All capital procurements complying with FTA's Buy America requirements will receive priority.

<https://www.transit.dot.gov/bus-program>



Awardee Profile

Howard County, MD

AMOUNT: \$960,000

YEAR: 2024

The Maryland Department of Transportation, on behalf of Howard County, will receive funding to buy new buses to provide better connections to regional transit services, including MTA's Local Link service with easier access to Baltimore.

Department: U.S. Department of Transportation

Agency: Federal Transit Administration (FTA)

FY 2025 Grants for Buses and Bus Facilities Competitive Program

Detailed Summary

The purpose of this program is to enhance safety and renew our transit systems through the deployment of modern buses and associated equipment and facilities. Eligible projects include purchasing, leasing, or rehabilitating buses regardless of propulsion type or emissions, and the purchasing, leasing, rehabilitating, or constructing bus-related facilities and equipment, regardless of propulsion type or emissions.

You may apply for both the Low or No Emission Grant Program and the Bus and Bus Facilities Program, or just one program. You are encouraged to submit applications under both programs when practicable. When submitting to both programs, the projects must be eligible in their entirety under both programs, which means:

- All buses must be low- or zero-emission, and all facilities and equipment must directly support low- or zero-emission buses.
- The full request or scalable amount must be no more than 10% of the funding available under the Bus Program.

Applicant Eligibility

Eligible recipients are designated recipients, states (including territories and Washington, D.C.), local government entities, and federally recognized Indian tribes. Except for Indian tribes, eligible recipients must allocate funds to or operate fixed-route bus service.

Eligible subrecipients are all otherwise eligible recipients and private nonprofit organizations engaged in public transportation. Eligible subrecipients are not required to allocate funds to or operate a fixed route bus service.

All new transit bus models must successfully complete FTA bus testing in accordance with FTA's Bus Testing regulation. All buses must be procured from certified transit vehicle manufacturers in accordance with the Disadvantaged Business Enterprise (DBE) regulations. Proposals may contain projects to be implemented by the recipient or its subrecipients. If a single project proposal involves multiple public transportation providers, such as when an agency acquires vehicles that will be operated by another agency, the proposal must include a statement detailing the role of each agency.

Funding

In FY 2025, approximately \$398,000,000 is available to support awards through this program.

A minimum of 15% of the funds awarded will go to projects located in rural areas, and no single grant recipient will be awarded more than 10% of the amount made available. There is no minimum grant award amount.

Up to 0.5% of the award amount may be used for eligible workforce development activities. An additional 0.5% of the award amount may be used for costs associated with training at the National Transit Institute.

5% of the Federal request for zero-emission projects, or 5% of just the Federal request associated with the part of a project that is zero emission (zero-emission components) when the project contains both zero-emission and low- or standard propulsion types, must be used for workforce development.

- This is mandatory unless you certify in your application that less funding is needed to carry out your [Zero-Emission Fleet Transition Plan](#). You must include an explanation of why less or no such funds are needed.

Projects may include incidental costs, such as administration expenses, if the project includes and results in an eligible capital asset being leased, purchased, or built.

Matching and Cost Sharing

In general, the maximum Federal share is 80%. There are two exceptions:

- The Federal share is 85% for transit buses that are compliant with the Clean Air Act or are accessible to people with disabilities.
- The Federal share is 90% for equipment and components of facilities related to low- or zero-emission buses or are to make the facility accessible to people with disabilities. Applicants must itemize the cost of specific, discrete, equipment or facility components that perform these functions to be eligible for this higher Federal share.

Eligible sources of matching funds include cash, revenues, and in-kind contributions.

Contact Information

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<https://www.transit.dot.gov/bus-program>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY 2024/FY 2025 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Round 2

Grant Overview

The purpose of this program is to strategically deploy publicly accessible electric vehicle (EV) charging and alternative fueling infrastructure where people live and work in urban and rural areas alike and along designated Alternative Fuel Corridors. Awards will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. Eligible applicants are states and their political subdivisions; metropolitan planning organizations; local governments; special purpose districts/public authorities with a transportation function; Indian Tribes; U.S. Territories; authorities, agencies, or instrumentalities of, or an entity owned by, one or more entities previously mentioned as well as groups of aforementioned entities listed. State or local authorities owning publicly accessible transportation facilities are eligible for community grants.

Program History

	Award Amount	# of Awards
2022/2023	\$622.6 million	47

Key Information

Total Funding: \$1,321,200,000

Award Range: Varies

Match: 20 percent

Solicitation date: May 30, 2024

Proposal due: August 28, 2024

<https://www.fhwa.dot.gov/environment/cfi/>



Awardee Profile:

EV 4 All

Contra Costa County, CA

AMOUNT: \$15,000,000

YEAR: 2023

The County's "EV 4 All" program will consist of installing Electric Vehicle Supplying Equipment at 15 equitably distributed county library sites located within 14 different cities, towns, and census-designated places. Five percent of the award will support vital outreach and education activities to expand EV awareness and adoption in the county.

Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY 2024/FY 2025 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Round 2

Detailed Summary

The purpose of this program is to strategically deploy publicly accessible electric vehicle (EV) charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors. CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program aims to deploy infrastructure in downtown and local neighborhoods, particularly in underserved and disadvantaged communities. The goals of this program are to:

- Supplement, not supplant, necessary private sector investment
- Complement existing Federal programs
- Facilitate broad public access to a national charging and alternative fuel infrastructure network to accelerate adoption of zero emissions vehicles
- Implement [Justice40 objectives](#), lower transportation costs, and increase economic opportunity;
- Advance job quality, workforce development, and workforce equity
- Reduce greenhouse gas and vehicle-related emissions.

Funding under this program will be available through two separate categories:

Community Funding: This category will support projects on any public road or in other publicly accessible locations that are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure. Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure. Projects expanding access to charging and fueling infrastructure in rural areas, low- and-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes shall be prioritized.

Infrastructure may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. If selected for an award, grant recipients may use funds to contract with a private entity that owns or manages parking facilities. Grant recipients may place charging and fueling infrastructure in parking garages, on-street parking locations, and other parking facilities that charge a parking fee and must ensure that all EV charging infrastructure funded with grant dollars includes any parking fee in their price structure and is compliant with federal regulations.

Eligible project costs under this category include:

- The acquisition and installation of eligible infrastructure including:
 - Any related construction or reconstruction and the acquisition of real property directly related to the project
 - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
 - Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.
- Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure

Projects expanding access to charging and fueling infrastructure in rural areas, low- and-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes shall be prioritized.

This category seeks to layer in a “dig once,” future-proofing approach when awarding funding. This “dig once” approach aims to maximize the overall societal and economic benefits of a project while minimizing the cost and disruption of construction by considering and installing for current needs and as many of the reasonably foreseeable future needs, as practicable. Examples may include, but are not limited to, communications and broadband conduit, duct banks, and adequate power distribution for multimodal vehicular charging.

Corridor Funding: This category will support the buildout of charging or alternative fueling infrastructure along designated AFCs. Projects will contract with a private entity for acquisition and installation of publicly accessible EV charging infrastructure, or hydrogen, propane, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle along designated AFCs. The funding agency seeks to award projects in both urban and rural areas along designated AFCs to create a balance of publicly accessible electric charging and alternative fuel infrastructure.

The EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than one mile from Interstate exits or highway intersections along designated corridors. Hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure is allowable no more than five miles from Interstate exits or highway intersections along the corridor. Eligible project costs include:

- Contracting with a private entity for acquisition and installation of eligible infrastructure
- Providing a private entity with operating assistance for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations. Operating assistance shall be limited to costs allocable to operating and maintaining the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure.
- The acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure included in the project.
- Preliminary engineering, engineering, and design-related services directly relating to the construction of a highway project, including engineering, design, project development and management, construction project management and inspection.

Applicants for this category should ensure their applications, as they relate to EV infrastructure, align with their State's National Electric Vehicle Infrastructure Deployment Plan.

Program priorities include:

- Safety: The funding agency seeks projects that provide positive safety benefits for all uses and promote safety through design.
- Climate Change, Resilience and Sustainability: The program seeks to fund projects that reduce greenhouse gas emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, address resilience to natural disasters with a focus on prevention, response and recovery and address the disproportionate negative environmental impacts of transportation on disadvantaged communities.
- Equity, Community Engagement and Justice40: The program seeks projects that will create proportional impacts to all populations in a project area, demonstrate that 40 percent of funds received under this program will benefit disadvantaged communities using the [Climate and Economic Justice Screening Tool](#), demonstrate how meaningful public involvement inclusive of disadvantaged communities will occur throughout a project's life cycle, demonstrate that outcomes should target benefits towards disadvantaged communities, address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life.
- Workforce Development, Job Quality, and Wealth Creation: The program will prioritize projects that support the creation of good-paying jobs with the free and fair choice to join a union, including through the use of project labor agreements, promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.), and adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. The program seeks projects that promote local inclusive economic development and entrepreneurship, including prioritizing the use of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or firms.
- CFI Program Vision: The funding agency seeks projects that fulfill the CFI Program Vision by expanding the deployment of EV charging and alternative fuels through community-based infrastructure in the Community Program and Alternative Fueling Corridor Networks in the Corridor Program.

To maximize chances of obtaining an award, CFI FY 2022/2023 unawarded applicants may request that their previously submitted application be considered for award, and they may also submit a new application. To request reconsideration of a Round 1 application, lead applicants must notify FHWA by July 1, 2024.

Applicant Eligibility

Eligible applicants include states; political subdivisions of states; metropolitan planning organizations; local governments; special purpose districts or public authorities with a transportation function, including a port authority; Indian Tribes; U.S. territories; and an authority, agency, or instrumentality of, or an entity owned by,

one or more entities previously mentioned. Additionally, a state or local authority with ownership of publicly accessible transportation facilities is eligible for the community charging component.

If a group (two or more) of eligible entities above submits a joint application, the group must identify a lead applicant to serve as prime awardee in the event an award is made.

While applicants can choose to apply for only one program component, applicants may apply for funding under both components by submitting only one application.

An applicant may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

Funding

In FY 2024/FY 2025, approximately \$1.3 billion is available to support awards under this program. Of the \$1.3 billion, approximately \$800 million for new applications and \$521 million of reserved funds for reconsideration of previously submitted applications that were not selected for funding but were rated either “Highly Recommended,” or “Recommended” under the FY 2022/2023 Round 1 NOFO. Funding for each category is as follows:

- Community Funding: a total of \$350 million in program funds appropriated for FY 2024 and 2025 is available to support awards between \$500,000 and \$15 million through this category. A unspecified amount of funds are available from the FY 2022/2023 Round 1 NOFO, with awards ranging from \$500,000 to \$15 million.
- Corridor Funding: a total of \$350 million in program funds appropriated for FY 2024 and 2025 is available to support awards equal to or greater than \$1 million. A unspecified amount of funds are available from the FY 2022/2023 Round 1 NOFO, with a minimum award amount is \$1 million and no maximum award amount.

All awards of FY 2024 and FY 2025 program funding are available for obligation through September 30, 2027, and September 30, 2028, respectively. Fiscal Year 2025 funds cannot be obligated before October 1, 2024. Once funds are obligated, program funds are available until expended.

The funding agency may consider award sizes under the anticipated minimum award size thresholds mentioned above upon receiving the full pool of applications and assessing the needs of the program in relation to grant priorities and consideration.

Matching and Cost Sharing

Awardees must provide at least 20 percent of the total project cost as a matching share.

Contact Information

Program Staff

CFIgrants@dot.gov

<https://www.fhwa.dot.gov/environment/cfi/>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration (FTA)

FY 2025 Low or No Emission Grant Program (Low-No Program)

Grant Overview

The Low or No Emission Grant Program provides funding for the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities. Any zero-emission project or components of a zero-emission project must use 5 percent of Federal funds for workforce development, unless the applicant certifies less or no funding is needed for this purpose. Eligible applicants include designated recipients of FTA grants, states, local government entities, and federally recognized Indian tribes.

Program History

	Total Funding	# of Awards
2024	\$1.1 billion	62
2023	\$1.2 billion	83

Key Information

Total Funding: \$1.1 billion

Match: Varies by project type

Solicitation date: May 14, 2025

Proposal due: June 30, 2025

More information can be found [here](#).



Awardee Profile

Rock Region Metropolitan
Transit Authority, AR

AMOUNT: \$3,149,667

YEAR: 2024

The Rock Region Metropolitan Transit Authority will receive funding to buy low-emission (compressed natural gas) buses to replace older diesel buses and a simulator to train staff in the new technology. The project will help improve service, reliability and air quality in Little Rock and North Little Rock.

Department: U.S. Department of Transportation

Agency: Federal Transit Administration (FTA)

FY 2025 Low or No Emission Grant Program (Low-No Program)

Detailed Summary

The purpose of this program is to fund the purchase or lease of buses that use low- or no-emission propulsion technologies, including related equipment or facilities. Eligible activities include capital projects to purchase or lease zero-emission or low-emission transit buses; and acquire, construct, rehabilitate, and lease required supporting facilities such as recharging, refueling, and maintenance facilities.

Eligible projects include:

- purchasing or leasing low- or no-emission buses
- acquiring low- or no-emission buses with a leased power source
- constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses
- constructing new public transportation facilities to accommodate low- or no-emission buses
- rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses

Additionally, 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI). Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less. Eligible workforce development activities include but are not limited to: retraining the existing workforce, registered apprenticeships, and other joint labor-management training programs. Activities should be outlined in the applicant's [Zero-Emission Fleet Transition Plan](#).

Projects may include incidental costs, such as administration expenses, if the project includes and results in an eligible capital asset being leased, purchased, or built.

Applicant Eligibility

Eligible applicants include direct or designated recipients of FTA grants; States; local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas (population of at least 50,000).

Funding

In FY 2025, approximately \$1.1 billion is available to support grants under this program and there is no maximum award amount. A minimum of 25% of awarded funds will go to low-emission projects that are not zero emission. FTA may cap the amount a single recipient or State may receive as part of the selection process.

Matching and Cost Sharing

Matching requirements vary by project type as follows:

- The maximum federal share for projects that involve leasing or acquiring transit buses (including clean fuel or alternative fuel vehicles) for purposes of complying with or maintaining compliance with the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA) of 1990 is 85 percent of the net project cost.
- The maximum federal share for the cost of acquiring, installing, or constructing vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying with or maintaining compliance with the CAA or ADA is 90 percent of the net project cost of such equipment or facilities that are attributable to compliance with the CAA or ADA.
- The award recipient must itemize the cost of specific, discrete, vehicle-related equipment or facility components associated with compliance with the CAA or ADA to be eligible for the maximum 90 percent federal share for these costs.
- The federal share of the cost of other projects shall not exceed 80 percent.

Eligible sources of matching funds include cash, revenues, and in-kind contributions. Other Federal funds from non-U.S. Department of Transportation sources may only be used as match (Federal fund braiding) if the proposed project is eligible under the other Federal program and the other Federal program providing the matching funds expressly authorizes its funds to fulfill the match requirement of other Federal programs.

Contact Information

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FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2024	\$4.9 billion	37

Key Information

Total Funding: \$2.7 billion

Minimum Grant Award: \$5 million (small), \$25 million (large)

Match: 40 percent

Solicitation date: March 25, 2024

Proposal due: May 6, 2024

<https://www.transportation.gov/grants/infra-grant-program>



Awardee Profile

Arizona Department of
Transportation, AZ

AMOUNT: \$95 million

YEAR: 2024

Arizona Department of Transportation received funding to widen approximately 10 miles of I-10 in the Gila River Indian Community and Pinal County from two lanes to three lanes, with inside and outside shoulders.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. Support will be provided for projects that are consistent with the funding agency's strategic goals to improve safety; economic strength and global competitiveness; equity; and climate and sustainability.

In particular, this program will support multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.

Eligible projects include:

- Highway freight projects on the National Highway Freight Network (NHFN)
- Highway or bridge projects on the National Highway System
- Freight intermodal, freight rail, or freight projects within the boundaries of a public or private freight rail; water, including ports; or intermodal facilities that are necessary to facilitate direct intermodal interchange, transfer, or access into or out of facilities
- Highway-railway grade crossing or grade separation projects
- Wildlife crossing projects
- Surface transportation projects within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by the federal/state/local government and increases throughput efficiency
- Projects for marine highway corridors that are functionally connected to the NHFN and are likely to reduce road mobile source emissions
- Highway, bridge, or freight projects on the NHFN

Projects must fall under one of the following categories:

- Large projects: projects that:
 - Generate national or regional economic, mobility, and/or safety benefits
 - Demonstrate cost effectiveness
 - Contribute to the accomplishment of one more of the goals under Title 23, Section 150 of the U.S. Code

- Are based on the results of preliminary engineering
- Demonstrate that they cannot be easily and efficiently completed without other federal funding or financial assistance
- Are reasonably expected to begin construction no later than 18 months after the date of obligation of funds
- Small projects: projects that:
 - Demonstrate cost effectiveness
 - Address mobility in the state or region
 - Address safety on freight corridors with significant hazards

Eligible uses of funds include:

- Development-phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities
- Construction, reconstruction, rehabilitation, or acquisition of property; environmental mitigation; construction contingencies; equipment acquisition; and operational improvements
- Subsidy and administrative costs necessary to receive credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program,

Applicant Eligibility

Eligible applicants for INFRA grants are: a state or group of states; a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; a unit of local government or group of local governments; a political subdivision of a State or local government; a special-purpose district or public authority with a transportation function, including a port authority; a Federal land management agency that applies jointly with a state or group of states; a tribal government or a consortium of tribal governments; a multistate corridor organization; or a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2021 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

As in the previous solicitation, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting up to three applications per program. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

DOT will consider the extent to which the project addresses the following project outcome criteria: **(1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing.** Additional considerations include generation of regional economic, mobility, or safety benefits, cost-effectiveness, contribution to one or more national goals, preliminary engineering, and construction timeline.

Funding

In FY 2024 and FY 2025, approximately \$2.7 billion is available to support awards of at least \$5 million through INFRA.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a state's most recent Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's most recent apportionment for projects located in more than one state. The minimum grant request must be at least \$25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least \$5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, the Infrastructure Investment and Jobs Act specified that \$150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Matching and Cost Share

Applicants will be required to provide a cost-share of 40 percent. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

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<https://www.transportation.gov/grants/infra-grant-program>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: Rural Surface Transportation Grant Program

Grant Overview

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. Eligible applicants are states, regional transportation planning organizations, local governments, tribal governments or consortia of tribal governments, and multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2022	\$1.5 billion	26
2023-24	\$645.3 million	18

Key Information

Total Funding: \$780 million

Award Range: 90% of awards will be at least \$25 million, 10% will be less than \$25 million

Match: 20 percent of total project costs

Solicitation date: March 25, 2024

Proposal due: May 6, 2024

<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>



Awardee Profile

New Mexico Department
of Transportation

San Juan County, NM

AMOUNT: \$59.8 million

YEAR: 2023/24

The project widens and rehabilitates 21 miles of the US 64 Corridor in Northwest New Mexico through local Navajo communities.

Rehabilitation includes twelve-foot lanes in each direction, outside rumble strips, five- to eight-foot paved shoulders and improved bus pull outs.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2025/2026 Multimodal Project Discretionary Grant (MPDG) Opportunity: Rural Surface Transportation Grant Program

Detailed Summary

The purpose of this program is to support surface infrastructure projects with significant national or regional impact or that will improve and expand surface transportation infrastructure in rural areas. In particular, this program will provide support for highway, bridge, and tunnel projects that help improve freight, safety, and provide or in-crease access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. Support will be provided for projects that are consistent with the funding agency's strategic goals to improve safety; economic strength and global competitiveness; equity; and climate and sustainability.

Eligible projects include:

- Highway, bridge, or tunnel projects that are eligible under the National Highway Performance Program, the Surface Transportation Block Grant Program, or the Tribal Transportation Program
- Highway freight projects that are eligible under the National Highway Freight Program
- Highway safety improvement projects, including projects to improve high-risk rural roads, as defined under the Highway Safety Improvement Program
- Projects on publicly owned highways or bridges that provide, or increase access to, agricultural, commercial, energy, or intermodal facilities that support the economy of rural areas
- Projects to develop, establish, or maintain integrated mobility management systems, transportation demand management systems, or on-demand mobility services

Eligible uses of funds include:

- Development-phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements

All projects must meet the following requirements:

- Generate regional economic, mobility, or safety benefits
- Demonstrate cost effectiveness
- Contribute to the accomplishment of one or more of the national goals under [Title 23, Section 150 of the U.S Code \(U.S.C.\)](#)
- Be based on the results of preliminary engineering

- Be reasonably expected to begin construction no later than 18 months after the date of obligation of funds

Projects must be located in rural areas. For the purposes of this program, rural areas are defined as areas outside of urbanized areas that have a population of over 200,000 individuals. The funding agency seeks to award rural projects that address deteriorating conditions and disproportionately high fatality rates and transportation costs in rural communities.

Applicant Eligibility

Eligible applicants are:

- States
- Regional transportation planning organizations
- Units of local government
- Tribal governments or consortia of tribal governments
- Multijurisdictional groups of eligible entities

Metropolitan planning organizations (MPOs) organized as units of local government or multijurisdictional groups of local governments, as well as ports or port authorities organized as units of local government, are eligible to apply. Multiple states or entities that submit a joint application must identify a lead applicant as the primary point of contact. For the purposes of this program, states include any of the 50 states, the District of Columbia, or Puerto Rico. Otherwise, eligible entities located in or serving U.S. territories are eligible.

Funding

In FY 2025 and 2026, approximately \$780 million is available for awards through this program. The total funding available for this program will be allocated as follows:

- At least 90 percent will be allocated for awards of at least \$25 million
- Up to 10 percent will be allocated for awards of less than \$25 million
- A total of 15 percent will be allocated to projects in states that have rural roadway fatalities as a result of lane departures that are greater than the national average
- A total of 25 percent will be allocated to projects that further the completion of designated routes of the Appalachian Development Highway System under Title 40, Section 14501 of the U.S.C.

Projects are expected to begin construction no later than 18 months after the date of obligation of funds.

Matching and Cost Sharing

In general, applicants must provide at least 20 percent of total project costs.

Up to 100 percent of total project costs may be covered for projects that will further the completion of a designated segment of the Appalachian Development Highway System under Title 40, Section 14501 of the U.S. Code (U.S.C), or address a surface transportation infrastructure need identified for the Denali access system program under Section 309 of the Denali Commission Act of 1998.

Other federal assistance may be used to satisfy the matching requirement; however, the total federal assistance, including funds from the Transportation Infrastructure Finance and Innovation Act (TIFIA) and

Railroad Rehabilitation and Improvement Financing (RRIF) programs for a project is limited to 80 percent of the total project costs.

Contact Information

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<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

FEDERAL GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Transit Administration

FY 2024 Passenger Ferry Grant Program

Grant Overview

The Passenger Ferry Grant Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment. Eligible applicants are designated and direct recipients of [Section 5307 funds](#) and public entities engaged in providing public transportation passenger ferry service in urban areas that are eligible to be direct recipients of Section 5307 funds.

Program History

	Total Funding	# of Awards
2023	\$220.2 million	13
2022	\$36.5 million	8
2021	\$45.2 million	11

Key Information

Total Funding: \$51 million

Match: 20 percent

Solicitation date: April 17, 2024

Proposal due: June 17, 2024

<https://www.grants.gov/search-results-detail/353586>



Awardee Profile

**Golden Gate Bridge,
Highway &
Transportation District**

AMOUNT: \$6,000,000

YEAR: 2023

The Golden Gate Bridge, Highway & Transportation District was awarded funding to replace the Sausalito Ferry Landing in Marin County, built to reduce traffic congestion across the Golden Gate Bridge. The new landing will replace an aging float and improve safety and service.

Department: U.S. Department of Transportation

Agency: Federal Transit Administration

FY 2024 Passenger Ferry Grant Program

Detailed Summary

The purpose of this program is to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals and related facilities and equipment. Eligible projects are capital projects for the purchase, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure, and related equipment (including fare equipment and communication devices). Projects are required to support a passenger ferry service that serves an urbanized area and may include services that operate between an urbanized area and rural areas. Ferry systems that accommodate cars must also accommodate walk-on passengers to be eligible for funding.

Under the Passenger Ferry Program, recipients are permitted to use up to 0.5 percent of their grant award to pay for not more than 80 percent of the cost for workforce development activities eligible under [Federal public transportation law \(49 U.S.C 5314\(b\)\)](#) and an additional 0.5 percent for costs associated with training at the National Transit Institute. Applicants must identify the proposed use of funds for these activities in the project proposal and identify them separately in the project budget. Supportive services, such as childcare and transportation assistance for participants, are an eligible use of program funds under [49 U.S.C. 5314\(b\)](#).

All projects must meet the following requirements:

- Address an unmet need for capital investment in passenger ferry vehicles, equipment, or facilities
- improve the state of good repair and/or safety of the overall ferry system, sustain or provide additional transportation options that foster community development and access to economic opportunities, and/or sustain or improve the quality of transit service to underserved communities
- provide benefits to walk-on passengers

Priority consideration will be given to projects that meet one or more of the following criteria:

- Create significant community benefits relating to the environment, including incorporating low- or no-emission technology or specific elements to address greenhouse gas emissions and climate change impacts
- Support workforce development, job quality, and wealth creation, as detailed on page 27493 of the NOFA file
- Support the Justice40 initiative

Applicant Eligibility

Eligible applicants are designated recipients as defined in FTA Circular "[Urbanized Area Formula Program: Program Guidance and Application Instructions](#)", direct recipients of FTA's [Urbanized Area Formula Grants](#) and public entities engaged in providing public transportation ferry service in urban areas that are eligible to be direct recipients.

Funding

In FY 2024, an estimated \$51 million is available for the Passenger Ferry Program. Of that amount, \$5 million is available only for low or zero-emission ferries or ferries using electric battery or fuel cell components and the infrastructure to support such ferries. Funds will be awarded competitively to designated recipients or eligible direct recipients of Urbanized Area Formula funds to support capital projects to improve existing passenger ferry service, establish new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment.

Matching and Cost Sharing

In general, applicants must provide at least 20 percent of the net project cost via nonfederal cash and/or in-kind contributions.

For projects that involve acquiring vehicles, applicants must provide at least 15 percent of the net project of acquiring vehicles, including clean-fuel or alternative fuel vehicles, for the purposes of complying with or maintaining compliance with the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA) of 1990.

For projects that involve acquiring, installing, or constructing vehicle-related equipment or facilities, applicants must provide at least 10 percent of the net project cost of acquiring, installing, or constructing vehicle-related equipment or facilities, including clean fuel or alternative-fuel vehicle-related equipment or facilities, for the purposes of complying with or maintaining compliance with the ADA or CAA.

Additional consideration will be given to projects for which local funds have already been made available or reserved.

Eligible matching contributions include:

- Cash from non-governmental sources other than revenues from providing public transportation services
- Non-farebox revenues from the operation of public transportation services, such as the sale of advertising and concession revenues
- Monies received under a service agreement with a state or local social service agency or private social service organization
- Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital
- Amounts appropriated or otherwise made available to a department or agency of the government, other than the funding agency, that are eligible to be expended for public transportation
- In-kind contributions integral to the project
- Revenue bond proceeds for a capital project, with prior funding agency approval
- Transportation Development Credits (TDCs)

Contact Information

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<https://www.grants.gov/search-results-detail/353586>



Department: U.S. Department of Transportation

Agency: Maritime Administration

FY 2025 Port Infrastructure Development Program

Grant Overview

The purpose of this program is to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Eligible applicants are states or political subdivisions of states or local governments, Indian tribes or consortia of tribes, public agencies or publicly chartered authorities established by one or more states, special-purpose districts with a transportation function, and multistate or multijurisdictional groups of entities.

Program History

Year	Total Funding	# of Awards
2024	\$580 million	31
2023	\$703 million	41

Key Information and Tips

Total Funding: \$450,000,000

Match: 20 percent

Solicitation date: December 21, 2024

Proposal due: April 30, 2025

- The funding agency may give priority to strategic seaports in support of national security requirements.

<https://www.maritime.dot.gov/PIDPgrants>



Awardee Profile

Anchorage, AK

AMOUNT: \$50 million

YEAR: 2024

Funding will be used for a new general purpose cargo terminal at the Don Young Port of Alaska.

Department: U.S. Department of Transportation

Agency: Maritime Administration

FY 2025 Port Infrastructure Development Program

Detailed Summary

The purpose of this program is to improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Projects must 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:

- The loading and unloading of goods at the port, such as for marine terminal equipment;
- the movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- operational improvements, including projects to improve port resilience;
- environmental and emissions mitigation measures, including projects for—
 - port electrification or electrification master planning;
 - harbor craft or equipment replacements or retrofits;
 - development of port or terminal microgrids;
 - provision of idling reduction infrastructure;
 - purchase of cargo handling equipment and related infrastructure;
 - worker training to support electrification technology;
 - installation of port bunkering facilities from ocean-going vessels for fuels;
 - electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
 - other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies; or
- port and port-related infrastructure that supports seafood and seafood-related businesses, including the loading and unloading of commercially harvested fish and fish products, seafood processing, cold storage, and other related infrastructure.

Activities eligible for funding under PIDP planning grants include those related to development phase activities—such as planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, development of master plans, electrification master planning, and planning to address a port’s ability to withstand probable occurrence or recurrence of an emergency or major disaster—of eligible PIDP capital projects that will not result in construction with FY 2025 PIDP funding. Under the FY 2025 PIDP, if an application includes right-of-way acquisition, the project will be considered a capital project.

Additionally, the program seeks to fund projects that advance priorities of safety, equity and Justice40, climate and sustainability, workforce development, job quality, and wealth creation. The funding agency encourages applicants to propose projects that, in addition to improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connection to ports, will reduce greenhouse gas emissions in the transportation sector, will create proportional impacts to all populations in a project area and increase equitable access to project benefits, and will support the creation of good-paying jobs with the free and fair choice to join a union and include the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships.

Applicant Eligibility

Eligible applicants are states or political subdivisions of states or local governments, Indian tribes or consortia of tribes, public agencies or publicly chartered authorities established by one or more states, special-purpose districts with a transportation function, and multistate or multijurisdictional groups of entities. A lead entity described above may apply jointly with a private entity or a group of private entities. Such entities may include owners or operators of facilities or collections of facilities at a port.

Funding Details

In FY 2025, approximately \$450,000,000 in funding is available to support an unspecified number of awards through this program. There is no minimum award size. Except as limited by the amount of available funding and statutory restrictions on funding identified in the Bipartisan Infrastructure Law (BIL) and 46 U.S.C. 54301, there is no maximum award size.

No more than 25 percent (\$112,500,000) of the total amount of funding available can be awarded to a single state. At least 25 percent (\$112,500,000) of available funds are reserved for small projects at small ports. No more than \$11.25 million per award is available for Small Projects at Small Ports. For Planning Projects, no more than 10 percent (\$45,000,000) of funding is reserved for Small Projects at Small Ports, and no more than 10 percent (\$45,000,000) of funding is available to large ports.

A small port is defined as a coastal seaport, Great Lakes, or inland river port to and from which the average annual tonnage of cargo for the immediately preceding three calendar years from the time an application is submitted is less than 8,000,000 short tons, as determined by using U.S. Army Corps of Engineers data or data by an independent audit if the Secretary determines that it is acceptable to use such data instead of using U.S. Army Corps of Engineers data. A small project is one seeking less than or equal to \$11.25 million in funding.

The funding agency expects grant recipients to expend funds within five years of obligation and will consider a project's likelihood to be ready for obligation of funds by September 30, 2029.

Cost Sharing and Matching

In general, applicants must provide at least 20 percent of the total project costs via nonfederal sources, which may include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, or private funds. The matching requirement may be decreased for projects in rural areas or small projects at small ports. A rural area is defined as an area located outside of a 2020 U.S. Census-designated urban area with a population of 50,000 or more persons.

Contact Information

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<https://www.maritime.dot.gov/PIDPgrants>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. Eligible applicants are public and private entities seeking to finance, design, construct, own or operate an eligible project, including local governments, state governments, consortia, or private sector.

Program History

	Total Funding	# of Awards
2023	\$1.07 billion	9
2022	\$4.58 billion	12

Key Information and Tips

Total Funding: Unspecified

Match: Varies by credit instrument

Proposal due: Rolling

<https://www.transportation.gov/buildamerica/programs-services/tifia>



Awardee Profile

City of Bellevue, WA

AMOUNT: \$99.6 million

YEAR: 2023

The City of Bellevue, Washington is developing the BelRed Street Network project, to support the new BelRed neighborhood. The project will provide a catalyst for redevelopment of the neighborhood to be a connected, multi-modal, pedestrian-friendly, and transit-oriented neighborhood.

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide low-interest and flexible credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.

Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, master credit agreements, as well as TIFIA 49 loans for transit and transit-oriented development (TOD) projects.

Projects may address the following categories of transit-oriented development:

- **Highway facilities:** eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance under Title 23, the highways title of the U.S. Code (23 U.S.C.)
- **Transit:** eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance under Chapter 53 of Title 49 of the U.S. Code
- **Rail:** projects involving the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- **Freight:** projects involving public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements, including capital investments for intelligent transportation systems
- **Port:** projects located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- **Rural:** eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Projects may include related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, so long as the individual components are eligible and the related projects are secured by a common pledge.

Supported projects must be located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, and/or intermodal facility.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities
- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property, including land related to the project and improvements to land; environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including state governments, local governments, transit agencies, special authorities, special districts, railroad companies, private firms, state infrastructure banks, and transportation improvement districts.

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet eligibility requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

An expedited application process, known as TIFIA Lite, will be made available through this program to experienced borrowers with strong credit. By agreeing to use a loan template with standard terms and forgoing the typical negotiation process, borrowers can access the traditional benefits of TIFIA with a shorter review process. To be eligible for TIFIA Lite, projects must be small and shovel-ready with all permits and licensing completed and must have an investment-grade rating from a nationally recognized agency. Projects eligible for TIFIA Lite can be approved up to six months faster than an average TIFIA application.

Funding

In FY 2025, an unspecified amount of funding is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs.

Funding will be provided through the following types of credit instruments:

- Secured/direct loans: Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments may begin up to five years after substantial completion of the project. Applicants for direct loans must provide a strong rationale for requesting more than 33 percent of costs.

- Loan guarantees: Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs. Loan repayments must begin no later than five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- Standby Lines of credit: Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- Master credit agreements: Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.
- TIFIA 49: Loans for transit and transit-oriented development (TOD) projects will cover up to the maximum TIFIA level of 49 percent of total costs, whereas most other projects are eligible for TIFIA loans up to 33 percent.

Eligible project costs must be at least \$50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least \$10 million
- Intelligent transportation system (ITS) projects: at least \$15 million
- Rural projects: at least \$10 million, but not to exceed \$100 million

Applicants experienced with debt financing seeking to apply to this program via an expedited process known as TIFIA Lite may receive up to a \$100 million loan. The loan repayment sources must be a general obligation pledge, a dedicated tax revenue pledge, or government appropriations.

Funds will be provided on a reimbursement basis.

Award notification will be provided to applicants no later than 60 days following the notice regarding the completeness of the application.

In general, the maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project. The repayment period may last up to 75 years for some projects.

The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

For loan guarantees, prepayment features must be negotiated between the applicant and lender, and must meet the approval of the funding agency.

Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty.

For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement.

The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Matching and Cost Sharing

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Direct Loans: applicants must provide at least 51 percent of reasonably anticipated eligible project costs

Applicants will also be responsible for the following fees:

- Advisor Fees: approximately \$13,000, indexed to inflation
- Annual loan servicing fee: \$250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

In the event that advisors' fees cumulatively exceed the \$250,000 paid upfront, additional fees may be necessary to cover costs. A typical transaction generally ranges between \$400,000 and \$700,000.

Applicants with project costs reasonably anticipated to be less than \$75 million may qualify for a waiver of advisors' fees.

Contact Information

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<https://www.transportation.gov/buildamerica/programs-services/tifia>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation

Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Grant Overview

This program improves transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Program History

A program history is unavailable.

Key Information and Tips

Total Funding: Unspecified

Match: 51 percent

Proposal due: Rolling

- Applicants must [email](#) a request for an initial consultation with a project development lead prior to submitting a mandatory letter of interest.
- Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside a census-defined urban area.

<https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi>



Awardee Profile

Los Angeles International
Airport (LAX)
Los Angeles, CA

AMOUNT: \$26,712,175

YEAR: 2024

San Luis Obispo Regional Transit Authority's new 28,650-square-foot facility will be three times larger than the current one and will feature electric charging infrastructure for the new bus fleet as well as more space for administrative and operations staff.

Department: U.S. Department of Transportation

Agency: Build America Bureau Credit Programs Office

FY 2025 Transportation Infrastructure Finance and Innovation Act (TIFIA) Rural Project Initiative

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing loans for critical infrastructure projects. This program is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Transit-oriented development (TOD)
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports

Projects must be located in rural communities that have a population of fewer than 150,000 and are located outside an urbanized area, as determined by the Bureau of the Census.

Applicant Eligibility

Eligible applicants are state and local governments, transit agencies, private entities, special authorities such as government-sponsored corporations, transportation improvement districts, and state infrastructure banks.

Funding

In FY 2025, an unspecified amount of funding is available to support fixed interest rate loans through this program. The project must have a total cost ranging from \$10 million to \$100 million. Loan interest rates will be equal to half of the U.S. Treasury rate of equivalent maturity of the loan at the time of loan closing.

Matching and Cost Share

Applicants must provide at least 51 percent of the total project cost. Up to 80 percent of total project costs may be funded with federal funds, which may include funding from other federal programs. Applicants may be responsible for borrower fees, which often amount to hundreds of thousands of dollars; however, the funding agency may waive these fees for projects that are under \$75 million in cost depending on the availability of funding.

Except in certain circumstances, applicants will be responsible for costs incurred for services duly provided by the funding agency's legal and financial advisors or other third-party advisors involved with the evaluation of the letter of interest and application, as well as the negotiation of any credit agreement and related transactional documentation, as applicable.

Contact Information

Program Staff

(202) 366-2300

BuildAmerica@dot.gov

Letters of interest must be emailed to BureauCredit@dot.gov.

<https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi>

FEDERAL
GRANT PROFILE



Department: U.S. Department of Transportation
Agency: Federal Aviation Administration

FY 2024 Voluntary Airport Low Emissions (VALE) Program

Grant Overview

The purpose of this program is to encourage airports to implement clean technology projects that improve air quality. This program will support eligible airports that meet their state-related air quality responsibilities under the Clean Air Act by helping airports finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements. Eligible applicants are sponsors of commercial service airports listed in the [FAA’s National Plan of Integrated Airport Systems \(NPIAS\)](#) that are located in areas that are in non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS).

Program History

	Total Funding	# of Awards
2022	\$14,512,307	5
2021	\$36,242,834	12
2020	\$13,089,001	8

Key Information

Total Funding: Unspecified
Match: Varies
Application Due: November 1, 2023 (multiple)
<https://www.faa.gov/airports/environmental/vale>



Awardee Profile

Wayne County Airport Authority

AMOUNT: \$5,405,409
YEAR: 2022

This project received funding for the purchase and installation of 40 GPU and 40 PCA equipment.

Department: U.S. Department of Transportation

Agency: Federal Aviation Administration

FY 2024 Voluntary Airport Low Emissions (VALE) Program

Detailed Summary

The purpose of this program is to encourage airports to implement clean technology projects that improve air quality. This program will support eligible airports to meet their state-related air quality responsibilities under the Clean Air Act by helping airports finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements.

Eligible types of projects include:

- Alternative fuel vehicles
- Gate electrification
- Remote ground power
- Ground support equipment (GSE)
- Geothermal systems
- Solar thermal technologies
- Underground fuel hydrants

Award recipients must meet the following requirements:

- All equipment funded through this program must remain at the airport for its useful life
- Award recipients must track and maintain records of the use of equipment funded through this program
- Award recipients must maintain equipment funded through this program in use during the equipment's useful life, including replacing damaged or inoperable equipment

Eligible costs may include the fees associated with preparing the application and project engineering/design costs.

Applicant Eligibility

Eligible applicants are sponsors of commercial service airports listed in the [Federal Aviation Administration's \(FAA's\) National Plan of Integrated Airport Systems \(NPIAS\)](#) that are located in areas that are in non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS).

For the purposes of this program, sponsors are defined as planning agencies, public agencies, or private airport owners/operators that have the legal and financial ability to carry out the requirements of this program.

Funding

In FY 2024, an unspecified amount of funding is available to support awards through this program. This program will provide funding through the FAA Airport Improvement Program (AIP), including AIP entitlement and discretionary funding, which provides grants to airports from the Aviation Trust Fund, and the Passenger Facility Charges (PFC) program, which approves locally imposed fees from airline passengers for eligible airport development.

In general, between 75 percent and 90 percent of total eligible project costs are reimbursable through this program for projects to be funded with Federal Aviation Administration (FAA) Airport Improvement Program (AIP) entitlement and discretionary funding. Applicants must provide the remainder of eligible project costs via nonfederal matching contributions, which may include eligible airport revenues, state or local grants, and Passenger Facility Charge (PFC) revenues.

Matching funds are not required for projects to be funded with PFCs.

In addition to providing monetary awards, this program will support projects to generate Airport Emission Reduction Credits (AERCs) that are recognized by the Environmental Protection Agency (EPA) and state air quality agencies. Eligible airports may use AERCs to meet future air emission regulation requirements for future capital projects.

Funding will be provided on a reimbursement basis. Awards will be issued before the end of federal fiscal year 2024. Awards for projects to be funded with FAA AIP entitlement and discretionary funding will be issued before the end of the federal fiscal year.

Awards will be issued before the end of federal fiscal year 2024.

Contact Information

Program Staff
(202) 267-3263

<https://www.faa.gov/airports/environmental/vale>