

Funding Considerations

Electric Vehicle (EV) and Electric Vehicle
Supply Equipment (EVSE)

July 17, 2024

Grant program	Program weblink	Type of program	Applicable grantees	Applicable projects	Available funding	Funding % and match	Program duration	Application requirements	Scoring criteria	Submission deadline	NOFO release
Federal Highway Administration											
Advanced Transportation Technologies and Innovation (ATTAIN)	ATTAIN	EV, EVSE	States, transit agencies, MPOs, multijurisdictional consortia	Deployment, installation, or operation of advanced transportation technologies	10 separate awards of up to \$12 million each	Cost sharing up to 80% grant, 20% grantee	2022–2026, funding reoccurs on an annual basis	Technical application with partnership plan	Innovative transportation solutions that provide real-life data and feedback to inform future decision-making	To be announced (TBA)	TBA
Discretionary Grant Program for Charging and Fueling Infrastructure (CFI)	Discretionary Grant	EVSE, Workforce	State, local governments, MPOs, public-sector entities	Planning, design, construction, and operation of facilities, EV workforce development	\$2.5 billion over 5 years	Maximum 80% federal share	FY 2022–2026, funding reoccurs on an annual basis	Community Program: Reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure. Corridor Program: support charging or other alternative fueling infrastructure along designated AFCs.	Safety, greenhouse gas emission reductions, environmental justice, equity, workforce development	August 28, 2024	May 30, 2024
Carbon Reduction Program (CRP)	CRP	EVSE	State	Acquisition, installation, or operation of publicly accessible EV charging infrastructure	\$112.76 million for South Carolina	90% Federal Share for Interstate Project; 80% for other Projects	FY 2022–2026, funding reoccurs on an annual basis	Carbon Reduction Strategy developed by state and MPOs	Formula grant	Annually apportioned to states based on formula	Annually apportioned to states based on formula
National Highway Performance Program	NHPP	EVSE, Workforce	State	Construction and installation of EVSE including parking and utilities, workforce development and training related to EVSE, installation of EVSE as part of transit capital projects	\$147.9 billion	90% Federal Share for Interstate Project; 80% for other Projects	FY 2022–2026, funding reoccurs on an annual basis	State Asset Management Plan	Formula grant	Annually apportioned to states based on formula	Annually apportioned to states based on formula

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National Highway Freight Program	NHFP	EV, EVSE, Planning	State	EV acquisition for cars or trucks, planning for EVSE and related projects, construction and installation of EVSE for freight transportation	\$7.15 billion	90% Federal Share for Interstate Project; 80% for other Projects	FY 2022–2026, funding reoccurs on an annual basis	Freight plan	Formula grant	Annually apportioned to states based on a formula	Annually apportioned to states based on a formula
Metropolitan Planning	PL	Planning	State, then apportioned to MPOs	Planning for transportation investments in metropolitan areas	\$2.28 billion	80% federal share	FY 2022–2026, funding reoccurs on an annual basis	–	Formula grant	Annually apportioned based on a ratio and then allocated to MPOs based on a state DOT formula	Annually apportioned based on a ratio and then allocated to MPOs based on a state DOT formula
Tribal Transportation Program	TTP	EVSE, Workforce, EV, Planning	Tribes and U.S. Bureau of Indian Affairs	Projects providing safe and adequate transportation and access to and within Indian reservations and lands	\$3 billion	100% federal share	FY 2022–2026, funding reoccurs on an annual basis	Consistency with Tribal Transportation Improvement Plan	Formula grant	Annual statutory formula based on tribal population and road mileage	Annual statutory formula based on tribal population and road mileage
Federal Lands Transportation Program	FLTP	EVSE, Workforce, EV, Planning	Federal Lands Management Agencies	Projects providing safe and adequate transportation and access to and within federal lands	\$2.2 billion	100% federal share	FY 2022–2026, funding reoccurs on an annual basis	Provide FHWA with investment strategy that details performance goals at various potential funding levels	Annual allocations dedicated to National Park Service, U.S. Fish and Wildlife Service, and U.S. Forest Service while Secretary decides allocation amount for remaining agencies based on applications	At fiscal year end	Allocation amounts determined by Office of the Secretary of Transportation by use of a performance management model
Surface Transportation Block Grant Formula Program	STBG	EVSE	States and localities	Installation of EV charging infrastructure and vehicle-to-grid infrastructure	\$72 billion	90% Federal Share for Interstate Project; 80% for other Projects	FY 2022–2026, funding reoccurs on an annual basis	Formal funding request	Formula grant	Annually apportioned to states based on formula	Annually apportioned to states based on formula

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Congestion Mitigation and Air Quality	CMAQ	EVSE, EV	State	Establishment of alternative fuel vehicle (AFV) fueling infrastructure, purchase of AFVs for fleets	\$13.2 billion	90% Federal Share for Interstate Project; 80% for other Projects	FY 2022–2026, funding reoccurs on an annual basis	Inclusion of CMAQ projects in MPO and state transportation plan	Ability to generate a reduction in emissions	Annually apportioned to states based on formula	Annually apportioned to states based on formula
Federal Transit Administration											
Competitive Grants for Rail Vehicle Replacement Program	Competitive Grants for Rail Vehicle Replacement Program	EV, Workforce	State and local government authorities	Those which renew transit systems, advance racial equity, connect communities, and reduce greenhouse gas emissions for commuter, heavy, and light rail	\$300 million available annually	Maximum 50% federal share	2022–2026, funding reoccurs on an annual basis	Project proposal	Ability to improve the condition of transit systems for safety, performance, enhanced access, climate change, and mobility for people with disabilities	TBA	TBA
Transportation Infrastructure Finance and Innovation Act	TIFIA	EVSE, EV, Workforce, Planning	State DOTs, transit operators, special authorities, local government, private entities	Intelligent transportation systems, transit vehicles and facilities, rural infrastructure projects, port and freight facilities	\$250 million, FY 2022	33%–49% federal share maximum	Not applicable (N/A)	Detailed letter of interest, Draft Environmental Impact Statement	Consistency with state transportation plan; investment grade rating, and dedicated repayment source	N/A – rolling basis	N/A – rolling basis
Low or No Emission Vehicle Program	Low-No	EV, EVSE, Facility Upgrades, Workforce	State and local governmental authorities	Purchase or leasing of low or no emission buses; construction, leasing, or rehabilitation of facilities; constructing or leasing related equipment; workforce development training	\$1.5 billion in Fiscal Year 2025	80%–90% federal share	2022–2026, funding reoccurs on an annual basis	For zero-emission vehicle (ZEV) applicants, Zero-Emission Fleet Transition Plan	Ability to reduce energy consumption, harmful emissions, and direct carbon emissions	TBA	TBA
Grants for Buses and Bus Facilities Program	Buses and Bus Facilities	EV, EVSE, Facility Upgrades, Workforce	States and direct recipients	Replace, rehabilitate, and purchase buses and related equipment; construct bus-related facilities including technological changes or innovations for low- or no-emission vehicles or facilities	\$1.5 billion in 2025	80%–90% federal share	2022–2026, funding reoccurs on an annual basis	For ZEV applicants, Zero-Emission Fleet Transition Plan	Ability to improve system condition and enhance access and mobility	TBA	TBA

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U.S. Department of Transportation											
Strengthening Mobility and Revolutionizing Transportation (SMART)	SMART	EVSE	States, political subdivision of a state, tribes, transit agencies, MPOs	Development of a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, EV deployment, or freight or commercial fleet fuel efficiency	\$100 million appropriated annually for fiscal years (FY) 2022–2026; Stage 1: up to \$2 million per project; Stage 2: up to \$15 million per project	Cost sharing or matching <i>not</i> required for Stage I: Planning and Prototyping	FY 2022–2026, funding reoccurs on an annual basis	Must be a Stage 1 recipient to apply for Stage 2.	Ability to meet technical merit selection criteria, project readiness, and other considerations	August 14, 2024	Stage 2 NOFO is open
Rebuilding American Infrastructure with Sustainability and Equity	RAISE	EVSE	States, tribes, localities, transportation providers	Light-duty vehicle charging, infrastructure planning, commercial charging, public transportation charging	\$7.5 billion	80% federal share maximum	FY 2022–2026, funding reoccurs on an annual basis	Alignment with Climate Action Plan or plan to apply environmental justice screening	Ability to achieve several RAISE criteria as well as access, equity, and economic growth	TBA	TBA
Nationally Significant Multimodal Freight & Highway Projects	INFRA	EVSE, Planning	State, governmental entities, multistate group	Projects that improve safety, economic benefits, congestion, resiliency, and freight bottlenecks, improving critical freight movements	\$8 billion	60% INFRA, 80% federal share maximum	FY 2022–2026, funding reoccurs on an annual basis	Project included in existing Transportation Improvement Plan (TIP), State Transportation Improvement Plan (STIP), Long-Range Transportation Plans (LRTPs), Freight Plans	Ability to meet program criteria	TBA	TBA
Rural Surface Transportation Grant Program	Rural	EVSE, Workforce, Planning	State, regional transportation planning organization, local and tribal government	Construction and installation of EVSE, workforce development and training related to EVSE, planning for EVSE, construction and installation of EVSE for transit and freight transportation	\$2 billion	80% federal share maximum	FY 2022–2026, funding reoccurs on an annual basis	Project included in existing TIP, STIP, LRTPs, Freight Plans	Extent to which projects address project outcome criteria	TBA	TBA

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Federal Aviation Administration											
Airport Zero Emissions Vehicle and Infrastructure Pilot Program (ZEV)	ZEV	EV, EVSE, Facilities	Airports	Purchase EVs, construct or modify EV infrastructure	\$4.5 million in 2021	50% federal share maximum	2012–TBD, funding reoccurs on an annual basis	Preapplication (project proposal, emissions reduction benefits, funding request); ZEV application	Air quality benefits measured by amount of emissions reduced per dollar of funds expended	Annual preapplication deadline of November 1; Full applications early May – late June	TBA
Voluntary Airport Low Emissions Program (Airport Improvement Program funds)	VALE	EV, EVSE	Public or private agencies/entities that own a public use National Plan of Integrated Airport Systems (NPIAS) airport	Finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements	\$3.35 billion total, \$25,000–\$37 million average per project	70%–95% federal share	2004–TBD, funding reoccurs on an annual basis	Preapplication, Airport Emission Reduction Credit letter of assurance, VALE application	Emission reductions, cost, and other requirements such as bidding and “Buy American” procedures	Annual preapplication deadline of November 1	TBA
U.S. Environmental Protection Agency											
Clean School Bus Program	Clean School Bus Program	EV, EVSE	State and local governmental entities that provide bus service, eligible contractors, nonprofit school transportation associations	School buses	\$5 billion	Maximum funding based on fuel type, bus size, prioritized school district status	2022–2026, funding reoccurs on an annual basis	Fleet inventory; transportation, maintenance, facilities, and utility stakeholder conversations; decommission planning	Prioritization of high-need, low-income districts, rural areas, and tribal school districts; outside of this, lottery system determines selections	TBA	TBA
Clean Heavy-Duty Vehicles Grant Program	Clean Heavy-Duty Vehicles Grant Program US EPA	EV, EVSE	States, U.S. territories, municipalities, public school districts, tribes, nonprofit school transportation associations	Zero-emission vehicle refueling infrastructure, workforce development and training, and project implementation costs	Up to \$932 million	Maximum funding depending on vehicle replacement between 33% and 80% federal share	Duration not specified at this time	Cost share commitment letters, documentation of partnership with utilities, school board awareness, third-party approval, and intertribal consortium documentation as applicable	How approach meets program goals, emission reductions, benefits to public health, performance metrics, project schedule and readiness, workforce development, match	July 25, 2024	April 24, 2024

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U.S. Department of Energy											
Renew America's Schools	Renew America's Schools	EV, EVSE	Public schools	AFV infrastructure on school grounds, purchase, or lease of AFVs for use by schools	\$500 million	80% federal share maximum	Available until set funds are expended	Community Benefits Plan	High-impact energy efficiency and health improvements, innovative energy technology packages	TBA	TBA
State Incentives											
Alternative Fuel Project Grants	Energy Office Mini Grant	EVSE	State agencies, local governments. Public colleges/ universities, k-12 public schools, and non-profit organizations	Biodiesel, Ethanol, EVs, Hydrogen Fuel Cells, Natural Gas, PHEVs, Propane (LPG)	Up to \$10,000 per project	Cost sharing is not required, but encouraged	N/A	Specified timeframe for project, post-installation evaluation	Energy savings, payback period, project visibility, project feasibility, applicant contribution to project, education impact of project	August annually	Annually released in July
Diesel Emissions Reduction Grants (DERA)	DERA SCDHEC	EV, EVSE	Local government entities, private organizations, businesses, and universities	Replacement of medium-duty to heavy-duty diesel vehicles with EVs.	TBA	Required match varies depending on project between 0% – 75%	Through 2024	N/A	N/A	TBA	TBA
ConserFund	ConserFund Energy.SC.Gov	EV, EVSE	State agencies, public colleges/ universities, school districts, local governments, non-profit organizations	Alternative Fuel Transportation Projects including fleet conversions	\$25,000 - \$500,000 per project per fiscal year	Loan may cover up to 100% of the project	N/A	Technical Analysis Summary	Financial stability of borrower, technical merit of the proposed energy measure(s)/project	N/A – rolling basis	N/A – rolling basis
Utility/Private Incentives											
Electric Vehicle (EV) Charging Station – Duke Energy	Park & Plug: EV Fast Charging - Duke Energy	EVSE	Site Hosts	Identify 30 site locations along major roads to install free 150 kW DCFC	N/A	No local match requirements 2025 beyond 5 year contract and hosting permissions	Previous Window Closed, but there is a waitlist for future opportunities.	N/A	N/A	No Current Application Opportunities, but there is a waitlist should other opportunities arise.	N/A

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Residential/ Commercial Electric Vehicle (EV) Charging Station Rebate/Grant	Electric Vehicle Incentives - EmpowerAuto - Santee Cooper	EVSE	Residential Customers, Commercial Businesses	Home charger purchase rebate, Commercial site EVSE research, education, installation, and Fleet Conversion	Rebate of up to \$250 for purchase of Level 2 EV charging station or up to \$25,000 towards Commercial Projects	Santee Cooper funding availability for commercial projects varies 25% - 100% depending on project type	Recurring annual programs	Landlord Consent Form	N/A	Residential: No deadline Commercial: Aug. 15, 2024	N/A