

ZEV Funding Sources

| Funding Source | Type of Funding | Funding Entity | Overview | Eligible ZEV Activities | |
|---|-------------------|--|--|-------------------------|----------------|
| | | | | Vehicles | Infrastructure |
| Low or No Emission Program (5339(c)) | Competitive Grant | Federal Transit Administration (FTA) | <ul style="list-style-type: none">-Provides funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.-Caltrans is the designated recipient for small urban and rural areas. Eligible subrecipients include public agencies and private nonprofit organizations engaged in public transportation.-Notices of Funding Opportunity released annually; \$1.1 billion available nationwide in FY 2025 and \$1.1 billion available nationwide in FY 2026.-20% local match is required.-Zero-Emission Fleet Transition Plan required (can use ICT ZEB Rollout Plan with an Addendum or cover letter).-5% must be used for workforce development activities related to the zero-emission transition. | X | X |
| Grants for Bus and Bus Facilities Competitive Program (5339(c)) | Competitive Grant | Federal Transit Administration (FTA) | <ul style="list-style-type: none">-Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.-Caltrans is the designated recipient for small urban and rural areas. Eligible subrecipients include public agencies and private nonprofit organizations engaged in public transportation.-Notices of Funding Opportunities are released annually; \$402 million available nationwide in FY 2025 and \$412 million available nationwide in FY 2026.-20% local match is required.-Zero-Emission Fleet Transition Plan required (can use ICT ZEB Rollout Plan with an Addendum or cover letter).-5% must be used for workforce development activities related to zero-emission transition. | X | X |
| Grants for Bus and Bus Facilities Formula Program (5339(a)) | Formula | Federal Transit Administration (FTA) | <ul style="list-style-type: none">-Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.-Caltrans is the designated recipient for small urban and rural areas. Eligible subrecipients include public agencies and private nonprofit organizations engaged in public transportation.-Formula funding is distributed annually. | X | X |
| Charging and Fueling Infrastructure Discretionary Grant Program | Competitive Grant | United States Department of Transportation (USDOT) | <ul style="list-style-type: none">-\$2.5 billion over 5 years to strategically deploy electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, particularly in underserved and disadvantaged communities.-Local match up to 20%.-Transit agencies are eligible for funding, but charging/fueling infrastructure must be open to the public. | | X |
| Grants for Rural Areas (5311) | Formula | Federal Transit Administration (FTA) | <ul style="list-style-type: none">-Provides funding for public transportation projects serving areas outside of an urban boundary with a population of 50,000 or less.-Funds may be used for capital, operating, planning or technical assistance projects.-FTA apportions funding to each state on an annual basis.-20% local match is required for capital projects. | X | X |
| Urbanized Area Formula Grants (5307) | Formula | Federal Transit Administration (FTA) | <ul style="list-style-type: none">-Provides funding in Urbanized Areas (UZAs) with a population of 50,000 or more for transit capital and operating assistance and transportation-related planning.-Caltrans is the designated recipient for all small UZAs. However, all UZA’s work directly with the FTA to deliver projects. | X | X |

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| Enhanced Mobility of Seniors & Individuals with Disabilities (5310) | Formula | Federal Transit Administration (FTA) | -Provides capital, mobility management, and operating expenses to improve the mobility of seniors and individuals with disabilities. -Eligible applicants include non-profits and qualifying public agencies. -Caltrans administers FTA 5310 funding in rural and small urban areas and releases a Call for Projects. -20% local match is required. | X | X |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Formula | Federal Highway Administration (FHWA) | -Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). - Local agencies nominate projects and coordinate with Metropolitan Planning Organizations (MPOs) or non-MPO Regional Transportation Planning Agencies (RTPAs) to select projects. | X | X |
| Carbon Reduction Program (CRP) | Formula | Federal Highway Administration (FHWA) | -Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. -Majority of funds are apportioned to different areas of the state based on population, or ‘Local CRP.’ Projects are selected for Local CRP by Metropolitan Planning Organizations (MPOs) and non-MPO Regional Transportation Planning Agencies (RTPAs). -California receives about \$110 million per year of Carbon Reduction Program (CRP) funds over five years through the Infrastructure Investment and Jobs Act (IIJA). | X | X |
| Coronavirus Aid, Relief, and Economic Security Act (CARES) | Formula | Federal Transit Administration (FTA) | -Agencies can use CARES Act funding for expenses eligible under Sections 5307 and 5311, including zero-emissions vehicles and technology. | X | X |
| Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) | Voucher Program | California Air Resources Board (CARB) | -Voucher program to reduce the purchase cost of zero-emission vehicles. -Transit agencies decide on a vehicle based on an established list, contact the vendor directly, and then the vendor applies for the voucher. -Voucher rebates vary by vehicle type and model. Transit buses are eligible for up to \$80,000 in funding. -Applications processed on a first-come, first-served basis. | X | |
| Carl Moyer Memorial Air Quality Standards Attainment Program | Competitive Grant | California Air Resources Board (CARB) | -Provides funding to help procure low-emission vehicles and equipment. -The local air districts administer the grants and select projects to fund. | X | X |
| California Volkswagen Environmental Mitigation Trust Funding | Voucher Program | California Air Resources Board (CARB) | -Incentives that replace older, high-polluting transit, school, and shuttle buses with new battery-electric or fuel-cell buses. -Applications for vehicles statewide are processed by the San Joaquin Valley Air Pollution Control District. -Incentive amount up to \$400,000 per vehicle. -Applications processed on a first-come, first-served basis. | X | X |

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| Low Carbon Fuel Standard Credits | Credit Program | California Air Resources Board (CARB) | -Credits ZEV infrastructure investments based on relative emissions from typical petroleum fuels. -Requires EV chargers to be DCFC for eligibility. | | X |
| SB1 State of Good Repair (SGR) | Formula | California Department of Transportation (Caltrans) | -Funds capital projects that help transit agencies maintain a state of good repair. -Agencies receive yearly SB1 SGR funding through their MPO, based on population and farebox revenues. -Agencies can decide to devote their portion of SB 1 funds to ZEV transition. | X | X |
| Low Carbon Transit Operations Program (LCTOP) | Formula | California Department of Transportation (Caltrans) | -Provides operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. -Funds from State Cap and Trade dollars. -Agencies eligible for STA funds receive LCTOP funds. | X | X |
| Transit and Intercity Rail Capital Program (TIRCP) | Competitive Grant | California State Transportation Agency (CalSTA) | -Funds capital improvements that reduce emissions of greenhouse gases, vehicle miles traveled, and congestion through modernization of California's intercity, commuter, and rail, bus, and ferry transit systems. -Public transit operators are eligible applicants. -Funds from State Cap and Trade dollars. -ZEV vehicles and infrastructure must be coupled with expanded transit service. | X | X |
| SB 125 Transit Program | Formula | California State Transportation Agency (CalSTA) | -SB 125 guides the distribution of \$4 billion in General Fund dollars through the Transit and Intercity Rail Capital Program on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. -The bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. -Funding is distributed through the Regional Transportation Planning Agencies. | X | X |
| State Transit Funds (STA) | Formula | California Department of Transportation (Caltrans) | - Derived from the statewide sales tax on diesel fuel. -The State Controller's Office apportions these funds based on a formula that allocates 50% of the funds according to population, and the remaining 50% according to transit operators' revenues from the prior fiscal year. -STA can be used for either operating or capital expenses. | X | X |
| Local Transit Funds (LTF) | Formula | California Department of Transportation (Caltrans) | -Derived from statewide sales tax. -These funds are apportioned based on population figures. -They are required to prioritize funding in this order: to fund LTF administration, support the public transportation system, including capital needs, and after these priorities are met, the remaining funds are allocated for street and road purposes. | X | X |

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| Sustainable Communities Program | Competitive Grant | California Department of Transportation (Caltrans) | -Competitive grant through Caltrans that can fund studies relevant to ZEV transition, such as an electrical grid analysis study, EV Charging Study, or Alternative Fuels study. -A local match is required. | Planning Only | Planning Only |
| Clean Transportation Program | Competitive Grant | California Energy Commission | -Funds projects that support innovation and accelerate the deployment of zero emissions transportation and technologies. -Annual funding up to \$100 million statewide. -Multiple funding areas within the Clean Transportation Program. | X | X |
| Affordable Housing and Sustainable Communities Program (AHSC) | Competitive Grant | California Strategic Growth Council | -Funds affordable housing loans and other capital grants for housing-related infrastructure, sustainable transportation infrastructure, transportation-related amenities, and related programs. -Historically, most successful awards have included a partnership between developers of affordable and mixed-income housing, local governments, regional transportation agencies, and public transit providers. -At least 50% of funds are invested in and benefit disadvantaged communities (with project location determined by the site of the affordable housing development). Project scoring and selection takes into account community engagement during the development process and how the project addresses community-identified needs. | X | X |
| Clean Mobility Options (CMO) Voucher Pilot Program | Voucher Program | California Climate Investments | -CMO awards up to \$1.5 million vouchers to develop and launch zero-emission mobility projects including the purchase of zero-emission vehicles, infrastructure, planning, outreach, and operations projects in low-income and disadvantaged communities. -Eligible applicants include governmental entities, non-profit organizations, and California Native American Tribal Governments. -Requires the completion of a Transportation Needs Assessment prior to applying for implementation funding. | X | X |
| EnergIZE Commercial Vehicles | Competitive Grant | California Energy Commission (CEC) | -Provides reimbursement style grants to infrastructure projects in California that deploy ZEV charging/refueling in support of Medium-Duty and Heavy Duty (MDHD) commercial fleets (class 2b-8). -Program has a catalog of technology that applicants can choose from. | | X |
| SCE Charge Ready | Programs Vary | Southern California Edison (SCE) | -Several programs and rebates are available, including infrastructure installation, infrastructure upgrades, and meter distribution. -Assists owners with deploying the infrastructure and equipment necessary to support EV charging stations at their locations. This program helps by providing financial incentives, infrastructure, and technical support to facilitate the installation and maintenance of EV charging stations. | | X |
| EV Fleet Program | Incentive | Pacific Gas and Electric (PG&E) | -Offers incentives to facilitate the installation of electric vehicle infrastructure. -PG&E constructs, owns and maintains all electrical infrastructure up to the customer’s meter. -Fleet operators design, build, own, operate, and maintain the electrical infrastructure from the customer meter to the EV charger. In select instances, PG&E may also cover this portion of the work. | | X |

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| Power Your Drive For Fleets | Incentive | San Diego Gas & Electric (SDG&E) | -The program connects fleets with resources, a fleet-friendly charging rate, and financial incentives to easily and cost-effectively design and install the charging infrastructure needed to power their medium- and heavy-duty electric fleets. -Program has 2 options for the infrastructure incentives. -Program requirements: Demonstrate commitment to procure a minimum of two electric vehicles; demonstrate long-term electrification growth plan and schedule of load increase; provide data related to charger usage for a minimum of five years; own or lease the property where chargers are installed, and operate and maintain vehicles and chargers for a minimum of 10 years. | | X |
| GovEV Program | Application for Funding | Peninsula Clean Energy | -GovEV Program provides comprehensive planning (at no cost to your agency) and funding to guide fleet transition to EVs and EV charging infrastructure. -Funds from the GovEV Program can be used for the incremental cost of EV replacements, EV charging equipment and installation, and energy management services. | X | X |
| Electric Bus Program | Rebate Application | Central Coast Community Energy | -Provides 3CE customers with incentives for the purchase or lease of all-electric buses for schools, public transit agencies, and agricultural worker transport businesses. -The location where the bus will be charged must be actively enrolled in 3CE service at the time the bus is ready to be delivered. | X | |
| Internal Revenue Code Section 48 - Investment Tax Credit (ITC) | Tax Credit | Internal Revenue Service (IRS) | -Section 48 provides tax credits for a wide range of renewable energy investments. Renewable energy technologies such as solar photovoltaic (PV) cells, fuel cells, small wind microturbines, and combined heat and power are eligible for tax credits. - It is important to note that the ITC for some technologies will phase out over time. The solar ITC is permanent and will remain at 10% beyond 2022. However, the ITC for wind, fuel cells, and combined heat and power (CHP) has been approved until 2024. | | X |
| Internal Revenue Code Section 45W | Tax Credit | Internal Revenue Service (IRS) | -Credit for Qualified Commercial Clean Vehicles. -For purchasers of commercial clean vehicles. Qualifying vehicles may include passenger vehicles, buses, ambulances, and certain other vehicles, as well as certain mobile machinery. Credit Amount: Up to \$40,000 (max \$7,500 for vehicles <14,000 lbs.) | X | |
| Inland Counties Incentive Project | Incentive | California Energy Commission (CEC) | -Part of the California Electric Vehicle Infrastructure Project. -The Inland Counties Incentive Project promotes easy access to zero-emission vehicle infrastructure for the purchase and installation of eligible electric vehicle (EV) chargers in Butte, El Dorado, Imperial, Kings, Merced, Napa, Nevada, Placer, Solano, Stanislaus, Sutter, Tulare, and Yolo counties. | | X |
| Air Pollution Control District Funding | Various | California Air Districts | -Local air districts administer air quality improvement grant programs. -For example, the San Joaquin Valley Air Pollution Control District's Charge Up! Electric Vehicle Charger Incentive Program provides funding for public agencies, businesses, and property owners of multi-unit dwellings (i.e., apartment complexes, condominiums, etc.) in the San Joaquin Valley to install electric vehicle (EV) chargers. | | X |
| Joint Office of Energy and Transportation | Various | Various | The Joint Office provides information and resources about current funding opportunity announcements (FOAs), requests for information, and links to related opportunities from other DOE offices and federal organizations. | X | X |