

Electricity Laws and Incentives in Federal

The list below contains summaries of all Federal laws and incentives related to electricity.

Incentives

Advanced Energy Research Project Grants

The Advanced Research Projects Agency - Energy (ARPA-E) was established within the U.S. Department of Energy with the mission to fund projects that will develop transformational technologies that reduce the nation's dependence on foreign energy imports; reduce U.S. energy related emissions, including greenhouse gases; improve energy efficiency across all sectors of the economy; and ensure that the United States maintains its leadership in developing and deploying advanced energy technologies. The ARPA-E focuses on various concepts in multiple program areas including, but not limited to, vehicle technologies, biomass energy, and energy storage. For more information, visit the [ARPA-E \(http://arpa-e.energy.gov/\)](http://arpa-e.energy.gov/) website.

Point of Contact

U.S. Department of Energy

Phone: (202) 586-5000

<http://www.energy.gov> (<http://www.energy.gov>)

Advanced Technology Vehicle (ATV) and Alternative Fuel Infrastructure Manufacturing Incentives

Through the Advanced Technology Vehicles Manufacturing Loan Program, manufacturers may be eligible for direct loans for up to 30% of the cost of re-equipping, expanding, or establishing manufacturing facilities in the United States used to produce qualified ATVs, ATV components, or alternative fuel infrastructure, including associated hardware and software. Qualified ATVs are light-duty or ultra-efficient vehicles that meet specified federal emission standards and fuel economy requirements. Ultra-efficient vehicles are fully closed compartment vehicles, designed to carry at least two adult passengers, which achieve at least 75 miles per gallon while operating on gasoline or diesel fuel, as hybrid electric vehicles operating on gasoline or diesel fuel, or as fully electric vehicles. Qualified components must be designed for ATVs and installed for the purpose of meeting ATV performance requirements, as determined by the U.S. Department of Energy.

For more information, see the [Advanced Technology Vehicles Manufacturing Loan Program \(https://www.energy.gov/lpo/atvm\)](https://www.energy.gov/lpo/atvm) website and the [Alternative Fuel Infrastructure \(https://energy.gov/sites/prod/files/2017/01/f34/FactSheet_Vehicle_Announcements_01_9_17.pdf\)](https://energy.gov/sites/prod/files/2017/01/f34/FactSheet_Vehicle_Announcements_01_9_17.pdf) fact sheet. (Reference 42 U.S. Code (<https://www.govinfo.gov/>) 17013)

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<http://www.energy.gov> (<http://www.energy.gov>)

Airport Zero Emission Vehicle (ZEV) and Infrastructure Incentives

The Zero Emissions Airport Vehicle and Infrastructure Pilot Program provides funding to airports for up to 50% of the cost to acquire ZEVs and install or modify supporting infrastructure for acquired vehicles. Grant funding must be used for airport-owned, on-road vehicles used exclusively for airport purposes. Vehicles and infrastructure must meet the Federal Aviation Administration's Airport Improvement Program requirements, including Buy American requirements. To be eligible, an airport must be for public use. The program will give priority to applicants located in nonattainment areas, as defined by the Clean Air Act, and projects that achieve the greatest air quality benefits, as measured by the amount of emissions reduced per dollar of funds spent under the program. For more information, see the [Zero Emissions Airport Vehicle and Infrastructure Pilot Program \(http://www.faa.gov/airports/environmental/zero_emissions_vehicles/\)](http://www.faa.gov/airports/environmental/zero_emissions_vehicles/) website. (Reference [Public Law \(https://www.congress.gov/public-laws/112th-congress\)](https://www.congress.gov/public-laws/112th-congress) 112-95 and 49 U.S. Code (<https://www.govinfo.gov/>) 47136a)

Alternative Fuel and Advanced Vehicle Technology Research and Demonstration Bonds

Qualified state, tribal, and local governments may issue Qualified Energy Conservation Bonds subsidized by the U.S. Department of Treasury at competitive rates to fund capital expenditures on qualified energy conservation projects. Eligible activities include research and demonstration projects related to cellulosic ethanol and other non-fossil fuels, as well as advanced battery manufacturing technologies. Government entities may choose to issue tax credit bonds or direct payment bonds to subsidize the borrowing costs. For information on eligibility, processes, and limitations, see IRS Notices [2009-29 \(http://www.irs.gov/pub/irs-drop/n-09-29.pdf\)](http://www.irs.gov/pub/irs-drop/n-09-29.pdf), [2010-35 \(http://www.irs.gov/pub/irs-drop/n-10-35.pdf\)](http://www.irs.gov/pub/irs-drop/n-10-35.pdf), and [2012-44 \(http://www.irs.gov/pub/irs-drop/n-12-44.pdf\)](http://www.irs.gov/pub/irs-drop/n-12-44.pdf), or contact local issuing agencies. (Reference 26 U.S. Code (<https://www.govinfo.gov/>) 54D)

Improved Energy Technology Loans

The U.S. Department of Energy (DOE) provides loan guarantees through the Loan Guarantee Program to eligible projects that reduce air pollution and greenhouse gases and support early commercial use of advanced technologies, including biofuels and alternative fuel vehicles. The program is not intended for research and development projects. DOE may issue loan guarantees for up to 100% of the amount of the loan for an eligible project. Eligible projects may include the deployment of fueling infrastructure, including associated hardware and software, for alternative fuels. For loan guarantees of over 80%, the loan must be issued and funded by the Treasury Department's Federal Financing Bank. For more information, see the [Loan Guarantee Program \(http://www.energy.gov/lpo/loan-programs-office\)](http://www.energy.gov/lpo/loan-programs-office) website and the [Alternative Fuel Infrastructure \(https://energy.gov/sites/prod/files/2017/01/f34/FactSheet_Vehicle_Announcements_01_9_17.pdf\)](https://energy.gov/sites/prod/files/2017/01/f34/FactSheet_Vehicle_Announcements_01_9_17.pdf) fact sheet. (Reference 42 U.S. Code (https://www.govinfo.gov/) 16513)

Point of Contact

Loan Guarantee Program
U.S. Department of Energy
Phone: (202) 586-8336
lgprogram@hq.doe.gov (<mailto:lgprogram@hq.doe.gov>)
<http://www.energy.gov/lpo/loan-programs-office> (<http://www.energy.gov/lpo/loan-programs-office>)

Low and Zero Emission Public Transportation Research, Demonstration, and Deployment Funding

Financial assistance is available to local, state, and federal government entities; public transportation providers; private and non-profit organizations; and higher education institutions for research, demonstration, and deployment projects involving low or zero emission public transportation vehicles. Funding opportunities include the [Public Transportation Innovation Program \(https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312\)](https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312) and the [Low or No Emission \(Low-No\) Vehicle Program \(https://www.transit.dot.gov/funding/grants/low-or-no-emission-vehicle-program-5339c\)](https://www.transit.dot.gov/funding/grants/low-or-no-emission-vehicle-program-5339c). Eligible vehicles must be designated for public transportation use and significantly reduce energy consumption or harmful emissions compared to a comparable standard vehicle. Funding is available through fiscal year 2020 (verified December 2018), but is subject to congressional appropriations thereafter. For more information, see the [FAST Act Section 5312 \(https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5312_Public_Transportation_Innovation_\(Research\)_Fact_Sheet.pdf\)](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5312_Public_Transportation_Innovation_(Research)_Fact_Sheet.pdf) fact sheet and the [MAP-21 \(https://www.transit.dot.gov/regulations-and-guidance/legislation/map-21/map-21\)](https://www.transit.dot.gov/regulations-and-guidance/legislation/map-21/map-21) website. (Reference [Public Law \(https://www.congress.gov/public-laws/113th-congress\)](https://www.congress.gov/public-laws/113th-congress) 113-159, [Public Law \(https://www.congress.gov/public-laws/114th-congress\)](https://www.congress.gov/public-laws/114th-congress) 114-94, 49 U.S. Code (<https://www.govinfo.gov/>) 5312, and 49 U.S. Code (<https://www.govinfo.gov/>) 5339(c))

Point of Contact

Federal Transit Administration, Office of Program Management
U.S. Department of Transportation
Phone: (202) 366-2053
<http://www.fta.dot.gov> (<http://www.fta.dot.gov>)

Natural Gas Vehicle (NGV) and Plug-In Electric Vehicle (PEV) Weight Exemption

NGVs and PEVs may exceed the federal maximum gross vehicle weight limit for comparable conventional fuel vehicles by up to 2,000 pounds (lbs.). The NGV or PEV must not exceed a maximum gross vehicle weight of 82,000 lbs. (Reference [Public Law \(https://www.congress.gov/public-laws/116th-congress\)](https://www.congress.gov/public-laws/116th-congress) 116-6 and 23 U.S. Code (<https://www.govinfo.gov/>) 127(s))

Qualified Plug-In Electric Vehicle (PEV) Tax Credit

A tax credit is available for the purchase of a new qualified PEV that draws propulsion using a traction battery that has at least five kilowatt-hours (kWh) of capacity, uses an external source of energy to recharge the battery, has a gross vehicle weight rating of up to 14,000 pounds, and meets specified emission standards. The minimum credit amount is \$2,500, and the credit may be up to \$7,500, based on each vehicle's traction battery capacity and the gross vehicle weight rating. The credit will begin to be phased out for each manufacturer in the second quarter following the calendar quarter in which a minimum of 200,000 qualified PEVs have been sold by that manufacturer for use in the United States. This tax credit applies to vehicles acquired after December 31, 2009. For more information, including qualifying vehicles and sales by manufacturer, see the Internal Revenue Service (IRS) [PEV Credit \(http://www.irs.gov/Businesses/Plug-In-Electric-Vehicle-Credit-IRC-30-and-IRC-30D\)](http://www.irs.gov/Businesses/Plug-In-Electric-Vehicle-Credit-IRC-30-and-IRC-30D) website. Also refer to IRS Form 8936, which is available via the [IRS Forms and Publications \(http://apps.irs.gov/app/picklist/list/formsPublications.html\)](http://apps.irs.gov/app/picklist/list/formsPublications.html) website.

(Reference [Public Law \(https://www.congress.gov/public-laws/112th-congress\)](https://www.congress.gov/public-laws/112th-congress) 112-240, Section 403; and 26 U.S. Code (<https://www.govinfo.gov/>) 30D)

Point of Contact

U.S. Internal Revenue Service
Phone: (800) 829-1040
<http://www.irs.gov/> (<http://www.irs.gov/>)

Laws and Regulations

Aftermarket Alternative Fuel Vehicle (AFV) Conversions

Conventional original equipment manufacturer vehicles altered to operate on propane, natural gas, methane gas, ethanol, or electricity are classified as aftermarket AFV conversions. All vehicle conversions, except those that are completed for a vehicle to run on electricity, must meet current applicable U.S. Environmental Protection Agency (EPA) standards. For more information about vehicle conversion certification requirements, see the Alternative Fuels Data Center's [Vehicle Conversions](https://afdc.energy.gov/vehicles/conversions.html) (<https://afdc.energy.gov/vehicles/conversions.html>), website and EPA's [Certification and Compliance for Vehicles and Engines](https://www.epa.gov/vehicle-and-engine-certification) (<https://www.epa.gov/vehicle-and-engine-certification>) website. (Reference 40 [CFR](https://www.govinfo.gov/) (<https://www.govinfo.gov/>), 85)

Point of Contact

Regulatory Compliance

U.S. Environmental Protection Agency

Phone: (734) 214-4343

<https://www.epa.gov/vehicles-and-engines> (<https://www.epa.gov/vehicles-and-engines>)

Alternative Fuel Definition

The following fuels are defined as alternative fuels by the Energy Policy Act (EPA) of 1992: pure methanol, ethanol, and other alcohols; blends of 85% or more of alcohol with gasoline; natural gas and liquid fuels domestically produced from natural gas; propane; coal-derived liquid fuels; hydrogen; electricity; pure biodiesel (B100); fuels, other than alcohol, derived from biological materials; and P-Series fuels. In addition, the U.S. Department of Energy may designate other fuels as alternative fuels, provided that the fuel is substantially non-petroleum, yields substantial energy security benefits, and offers substantial environmental benefits. For more information, see the [EPA](https://epact.energy.gov/) (<https://epact.energy.gov/>) website. (Reference 42 [U.S. Code](https://www.govinfo.gov/) (<https://www.govinfo.gov/>), 13211)

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Alternative Fuel Labeling Requirements

Retailers offering alternative fuel for sale must ensure dispensers are labeled with information to help consumers make informed decisions about fueling a vehicle, including the name of the fuel and the minimum percentage of the main component of the fuel. Labels may also list the percentage of other fuel components. This requirement applies to, but is not limited to, the following fuel types: methanol, denatured ethanol, and/or other alcohols; mixtures containing 85% or more by volume of methanol and/or other alcohols; mixtures containing more than 10% but less than 83% by volume of ethanol; natural gas; propane; hydrogen; coal derived liquid biofuel; and electricity.

Fuel dispensers distributing biodiesel blends containing more than 5% biodiesel by volume must include the percentage of biodiesel included. For ethanol blends containing no greater than 50% ethanol by volume, retailers must post the exact percentage of ethanol concentration, rounded to the nearest multiple of 10. For ethanol blends containing more than 50% but no greater than 83% ethanol by volume, retailers must (1) post the exact percentage of ethanol concentration, (2) post the percentage rounded to the nearest multiple of 10, or (3) post notice that the fuel contains 51% to 83% ethanol.

Electric vehicle supply equipment (EVSE) manufacturers must determine and disclose (via a delivery ticket or permanent label or marking) kilowatt capacity, voltage, whether the voltage is alternating current or direct current, amperage, and whether the system is conductive or inductive.

(Reference 81 [Federal Register](https://www.federalregister.gov/) (<https://www.federalregister.gov/>), 2054 and 16 [CFR](https://www.govinfo.gov/) (<https://www.govinfo.gov/>), 306 and 309)

Point of Contact

Federal Trade Commission

Phone: (202) 326-2222

<http://www.ftc.gov/> (<http://www.ftc.gov/>)

Electric Vehicle Charging on Federal Property

The U.S. General Services Administration (GSA) or any federal agency may install electric vehicle supply equipment (EVSE) for federal employees and others authorized to park at federal facilities to charge their privately owned vehicles. Employees and other users must pay to reimburse federal agencies for the EVSE procurement, installation, and use. Federal agencies may provide EVSE through a contract with a vendor. GSA must submit a report to Congress by December 2018, and annually thereafter for 10 years, on the number of EVSE installed by GSA, the number of EVSE installation requests from other federal agencies, and the status of requests for EVSE from other federal agencies. (Reference [Public Law](https://www.congress.gov/public-laws/114th-congress) (<https://www.congress.gov/public-laws/114th-congress>), 114-94)

High Occupancy Vehicle (HOV) Lane Exemption

States are allowed to exempt certified alternative fuel vehicles (AFVs) and plug-in electric vehicles (PEVs) from HOV lane requirements within the state. Eligible AFVs are defined as vehicles operating solely on methanol, denatured ethanol, or other alcohols; a mixture containing at least 85% methanol, denatured ethanol, or other alcohols; natural gas, propane, hydrogen, or coal derived liquid fuels; or

fuels derived from biological materials. PEVs are defined as vehicles that are recharged from an external source of electricity and have a battery capacity of at least 4 kilowatt-hours. States are also allowed to establish programs allowing low-emission and energy-efficient vehicles to pay a toll to access HOV lanes.

Vehicles must be certified by the U.S. Environmental Protection Agency (EPA) and appropriately labeled for use in HOV lanes. The U.S. Department of Transportation (DOT) is responsible for planning and implementing HOV programs, including the low-emission and energy-efficient vehicle criteria EPA established. States that choose to adopt these requirements will be responsible for enforcement and vehicle labeling. The HOV exemption for AFVs and PEVs expires September 30, 2025 and low-emission and energy-efficient vehicle toll-access to HOV lanes expires September 30, 2019.

(Reference Public Law (<https://www.congress.gov/public-laws/114th-congress>), 114-94 and 23 U.S. Code (<https://www.govinfo.gov/>) 166)

National Alternative Fuels Corridors

The U.S. Department of Transportation (DOT) has designated national plug-in electric vehicle charging and hydrogen, propane, and natural gas fueling corridors in strategic locations along major highways to improve the mobility of alternative fuel vehicles. To designate the corridors, DOT solicited nominations from state and local officials and worked with industry stakeholders. Within five years of the establishment of the corridors, and every five years thereafter, DOT will update and redesignate the corridors. During the designation and redesignation process, DOT will issue a report identifying charging and fueling infrastructure, analyzing standardization needs for fuel providers and purchasers, and reestablishing the goal of achieving strategic deployment of fueling infrastructure in the designated corridors by the end of 2020. For more information, see the DOT Alternative Fuel Corridors (http://www.fhwa.dot.gov/environment/alternative_fuel_corridors/) website. (Reference Public Law (<https://www.congress.gov/public-laws/114th-congress>), 114-94)

Procurement Preference for Electric and Hybrid Electric Vehicles

The U.S. Department of Defense (DOD) must exhibit a preference for the lease or procurement of motor vehicles with electric or hybrid electric propulsion systems, including plug-in hybrid systems, if the vehicles are commercially available at a cost reasonably comparable to motor vehicles with internal combustion engines. Tactical vehicles designed for use in combat are excluded from the requirement. (Reference 10 U.S. Code (<https://www.govinfo.gov/>), 2922g)

Point of Contact

U.S. Department of Defense

Phone: (703) 571-3343

<http://www.defense.gov/> (<http://www.defense.gov/>)

Vehicle Acquisition and Fuel Use Requirements for Federal Fleets

Under the Energy Policy Act (EPA) of 1992, 75% of new light-duty vehicles acquired by covered federal fleets must be alternative fuel vehicles (AFVs). As amended in January 2008, Section 301 of EPA 1992 expands the definition of AFVs to include hybrid electric vehicles, fuel cell vehicles, and advanced lean burn vehicles. Fleets that use fuel blends containing at least 20% biodiesel (B20) may earn credits toward their annual requirements. Federal fleets are also required to use alternative fuels in dual-fuel vehicles unless the U.S. Department of Energy (DOE) approves waivers for agency vehicles; grounds for a waiver include lack of alternative fuel availability and unreasonable cost (per EPA 2005, section 701).

Additional requirements for federal fleets were included in the Energy Independence and Security Act of 2007 (<http://www.afdc.energy.gov/laws/eisa>), such as fleet management plans and petroleum reduction from 2005 levels (Section 142), low greenhouse gas (GHG) emitting vehicle acquisition requirements (Section 141), and renewable fuel infrastructure installation requirements (Section 246). For more information, see the Federal Fleet Management (<https://federalfleets.energy.gov/>) website.

Executive Order 13834, issued in May 2018, requires the Secretary of Energy (Secretary), in coordination with the Secretary of Defense, the Administrator of General Services, and the heads of other agencies as appropriate, to review the existing federal vehicle fleet requirements. In April 2019, the Secretary provided a report to the Chairman of the Council on Environmental Quality and the Director of the Office of Management and Budget detailing opportunities to optimize federal fleet performance, reduce associated costs, and streamline reporting and compliance requirements. Specifically, the report recommends that federal agencies identify and implement strategies to:

- Right-size the fleet
- Reduce vehicle miles traveled
- Implement more fuel efficient vehicles
- Align the implementation of AFVs and associated fueling infrastructure

To track progress toward meeting AFV acquisition and fuel use requirements, federal fleets must report on their percent alternative fuel increase compared to the fiscal year 2005 baseline, alternative fuel use as a percentage of total fuel consumption, AFV acquisitions as a percentage of vehicle acquisitions, and fleet-wide miles per gasoline gallon equivalent of petroleum fuels.

(Reference 42 U.S. Code (<https://www.govinfo.gov/>) 13212 and Executive Order 13834 (<https://www.gpo.gov/fdsys/pkg/FR-2018-05-22/pdf/2018-11101.pdf>))

Point of Contact

Federal Energy Management Program
U.S. Department of Energy

https://federalfleets.energy.gov/fleet_management_contacts (https://federalfleets.energy.gov/fleet_management_contacts)

Vehicle Acquisition and Fuel Use Requirements for Private and Local Government Fleets

Under the Energy Policy Act (EPA) of 1992, the U.S. Department of Energy (DOE) was directed to determine whether private and local government fleets should be mandated to acquire alternative fuel vehicles (AFVs). In January 2004, DOE published a final rule announcing its decision not to implement an AFV acquisition mandate for private and local government fleets. In response to a March 2006 ruling by a U.S. District Court, DOE issued a subsequent final rulemaking on the new Replacement Fuel Goal in March 2007, which extended the EPA 1992 goal to 2030. The goal is to achieve a domestic production capacity for replacement fuels sufficient to replace 30% of the U.S. motor fuel consumption. In March 2008, DOE issued its determination not to implement a fleet compliance mandate for private and local government fleets, concluding that such a mandate is not necessary to achieve the Replacement Fuel Goal. For more information on the Private and Local Government Fleet Rule compliance, visit the [EPA Private and Local Government Fleet Determination](https://epact.energy.gov/about) (<https://epact.energy.gov/about>) website. (Reference 42 U.S. Code (<https://www.govinfo.gov/>) 13257)

Vehicle Acquisition and Fuel Use Requirements for State and Alternative Fuel Provider Fleets

Under the Energy Policy Act (EPA) of 1992, as amended, certain state government and alternative fuel provider fleets are required to acquire alternative fuel vehicles (AFVs) as a portion of their annual light-duty vehicle acquisitions. Compliance is required by fleets that operate, lease, or control 50 or more light-duty vehicles within the United States. Of those 50 vehicles, at least 20 must be used primarily within a single Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area, and those same 20 vehicles must also be capable of being centrally fueled for the fleet to be subject to the regulatory requirements.

Under [Standard Compliance](https://epact.energy.gov/standard-compliance) (<https://epact.energy.gov/standard-compliance>), the AFVs that covered fleets acquire help them achieve compliance, with each AFV acquired earning the fleet one AFV-acquisition credit. Covered fleets may earn additional credits for AFVs earned in excess of their requirements, and these credits may be banked for future use toward compliance or traded with other fleets. Additionally, fleets that use fuel blends containing at least 20% biodiesel (B20) in medium- and heavy-duty vehicles may earn credits toward their annual AFV-acquisition requirements. A fleet may also earn credits that may be used toward compliance or banked once the fleet achieves compliance for investments in alternative fuel infrastructure, mobile non-road equipment, and emerging technologies associated with certain electric drive vehicle technologies.

Fleets may also opt into [Alternative Compliance](https://epact.energy.gov/alternative-compliance) (<https://epact.energy.gov/alternative-compliance>), which allows fleets the option to choose a petroleum reduction path in lieu of acquiring AFVs under Standard Compliance. Interested fleets must obtain from DOE a waiver from Standard Compliance by submitting a plan that demonstrates a path by which they will achieve a certain level of petroleum reduction specific to their fleet composition.

For more information, visit the [EPA State and Alternative Fuel Provider Fleets](https://epact.energy.gov/) (<https://epact.energy.gov/>) website.

(Reference 42 U.S. Code (<https://www.govinfo.gov/>) 13251 and 13263a, and 10 CFR (<https://www.govinfo.gov/>) 490)

Point of Contact

EPA Transportation Regulatory Activities
U.S. Department of Energy

regulatory.info@nrel.gov (<mailto:regulatory.info@nrel.gov>)

<https://epact.energy.gov/contact-us> (<https://epact.energy.gov/contact-us>)

Vehicle Incremental Cost Allocation

The U.S. General Services Administration (GSA) must allocate the incremental cost of purchasing alternative fuel vehicles (AFVs) across the entire fleet of vehicles distributed by GSA. This mandate also applies to other federal agencies that procure vehicles for federal fleets. For more information, see the GSA's [AFV](http://www.gsa.gov/afv) (<http://www.gsa.gov/afv>) website. (Reference 42 U.S. Code (<https://www.govinfo.gov/>) 13212 (c))

Point of Contact

U.S. General Services Administration
Phone: (703) 605-5630

<http://www.gsa.gov> (<http://www.gsa.gov>)

Programs

Clean Agriculture

Clean Agriculture is a voluntary program that promotes the reduction of diesel exhaust emissions from agricultural equipment and vehicles by encouraging proper operations and maintenance by farmers, ranchers, and agribusinesses, use of emissions-reducing technologies, and use of cleaner fuels. Clean Agriculture is part of the U.S. Environmental Protection Agency's [National Clean Diesel](#)

Campaign (<http://www.epa.gov/cleandiesel/>), which offers funding for clean diesel agricultural equipment projects. For more information, see the Clean Agriculture (<https://www.epa.gov/cleandiesel/construction-and-agriculture>) website.

Point of Contact

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<http://www.epa.gov/cleandiesel/> (<http://www.epa.gov/cleandiesel/>)

Clean Cities Coalition Network

The mission of Clean Cities Coalition Network is to foster the economic, environmental, and energy security of the United States by working locally to advance affordable, domestic transportation fuels and technologies. Nearly 100 volunteer coalitions carry out this mission by developing public/private partnerships to promote alternative and renewable fuels, idle-reduction measures, fuel economy, improvements, and emerging transportation technologies. The Clean Cities Coalition Network provides information about financial opportunities, coordinates technical assistance projects, updates and maintains databases and websites, and publishes technical and informational materials. For more information, see the Clean Cities Coalition Network (<https://cleancities.energy.gov/>) website.

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<http://www.energy.gov> (<http://www.energy.gov>)

Clean Construction

Clean Construction is a voluntary program that promotes the reduction of diesel exhaust emissions from construction equipment and vehicles by encouraging proper operations and maintenance, use of emissions-reducing technologies, and use of cleaner fuels. Clean Construction is part of the U.S. Environmental Protection Agency's National Clean Diesel Campaign (<http://www.epa.gov/cleandiesel/>), which offers funding for clean diesel construction equipment projects. For more information, see the Clean Construction (<https://www.epa.gov/cleandiesel/construction-and-agriculture>) website.

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<http://www.epa.gov/cleandiesel/> (<http://www.epa.gov/cleandiesel/>)

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ Program provides funding to state departments of transportation (DOTs), local governments, and transit agencies for projects and programs that help meet the requirements of the Clean Air Act by reducing mobile source emissions and regional congestion on transportation networks. Eligible activities include transit improvements, travel demand management strategies, congestion relief efforts (such as high occupancy vehicle lanes), diesel retrofit projects, and alternative fuel vehicles and infrastructure. Projects supported with CMAQ funds must demonstrate emissions reductions, be located in or benefit a U.S. Environmental Protection Agency-designated nonattainment or maintenance area, and be a transportation project. For more information, see the FAST Act CMAQ (<http://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>) fact sheet and CMAQ Improvement Program (http://www.fhwa.dot.gov/environment/air_quality/cmaq/) website. (Reference Public Law (<https://www.congress.gov/public-laws/112th-congress>) 112-141, 23 U.S. Code (<https://www.govinfo.gov/>) 149, and 23 U.S. Code (<https://www.govinfo.gov/>) 151)

Ports Initiative

The U.S. Environmental Protection Agency's (EPA) Ports Initiative is an incentive-based program designed to reduce emissions by encouraging port authorities and terminal operators to retrofit and replace older diesel engines with new technologies and use cleaner fuels. EPA's National Clean Diesel Campaign (<http://www.epa.gov/cleandiesel/>) offers funding to port authorities and public entities to help them overcome barriers that impede the adoption of cleaner diesel technologies and strategies. For more information, see the Ports Initiative (<https://www.epa.gov/ports-initiative>) website.

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<http://www.epa.gov/cleandiesel/> (<http://www.epa.gov/cleandiesel/>)

State Energy Program (SEP) Funding

The SEP provides grants to states to assist in designing, developing, and implementing renewable energy and energy efficiency programs. Each state's energy office receives SEP funding and manages all SEP-funded projects. States may also receive project funding from technology programs in the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE) for SEP Special Projects. EERE distributes the funding through an annual competitive solicitation to state energy offices. For more information, see the [SEP \(http://energy.gov/eere/wipo/state-energy-program\)](http://energy.gov/eere/wipo/state-energy-program) website.

Point of Contact

U.S. Department of Energy
Phone: (202) 586-5000
<http://www.energy.gov> (<http://www.energy.gov>)

Voluntary Airport Low Emission (VALE) Program

The goal of the VALE Program is to reduce ground level emissions at commercial service airports located in designated ozone and carbon monoxide air quality nonattainment and maintenance areas. The VALE Program provides funding through the Airport Improvement Program and the Passenger Facility Charges program for the purchase of low emission vehicles, development of fueling and recharging stations, implementing gate electrification, and other airport air quality improvements. For more information, see the [VALE Program \(http://www.faa.gov/airports/environmental/vale/\)](http://www.faa.gov/airports/environmental/vale/) website. (Reference 49 [U.S. Code \(https://www.govinfo.gov/\)](https://www.govinfo.gov/) 47139)

Federal

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More Laws and Incentives
To find laws and incentives for other alternative fuels and advanced vehicles, search [all laws and incentives \(/laws/\)](#).

The AFDC is a resource of the U.S. Department of Energy's [Vehicle Technologies Office \(https://energy.gov/eere/vehicles/technology-integration\)](https://energy.gov/eere/vehicles/technology-integration).
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