Battery/EV Grant Opportunities

CalOES: Hazard Mitigation Grant Program (HMGP)

Deadline: Rolling deadline for NOI; 2 year funding award process

Amount: Can fund both planning and implementation. Planning: $150,000 for single jurisdiction plan, $250,000 for multi-jurisdiction plan. Implementation: no maximum for grant award requests

Match: Generally, HMA funds may be used to pay up to 75% of the eligible activity costs. The remaining 25% of eligible activity costs are derived from non-Federal sources

Eligibility: States, local communities and tribal governments

https://www.caloes.ca.gov/office-of-the-director/operations/recovery-directorate/hazard-mitigation/hm-grant-opportunities/hma-hmgp/

Funding Priorities:

- Local Hazard Mitigation Plans (LHMP) updates that will expire within 24 months.
- All other LHMP updates.
- Shovel ready projects with a high level of design that can begin construction within 90 days of FEMA approval, in declared counties.
- Shovel ready projects with a high level of design that can begin constructions within 90 days of FEMA approval, in all other counties.
- Whole community risk reduction/large critical infrastructure wildfire projects.
- Whole community risk reduction/large critical infrastructure projects for other hazard types.
- Wildfire projects in any county.
- All hazard type projects in any county.
- Planning related activities.
- Five percent (5%) Initiative projects.

California Strategic Growth Council: Transformative Climate Communities Grants

Deadline: TBD Spring/Summer 2026–Draft Guidelines available now!

Amount: Up to $300,000 for planning, $5,000,000 for project development and $35,000,000 for implementation

Match: No

https://sgc.ca.gov/grant-programs/tcc/

TCC's unique, place-based strategy for reducing greenhouse gas emissions is designed to catalyze collective impact through a combination of community-driven climate projects in a single neighborhood. Projects must reduce greenhouse gas emissions significantly over time, leverage additional funding sources, and provide health, environmental and economic benefits to the community.

Project examples include, but are not limited to:

» Affordable and sustainable housing developments
» Transit stations and facilities
» Electric bicycle and car share programs
» Solar installation and energy efficiency
» Water-energy efficiency installations
» Urban greening and green infrastructure
» Bicycle and pedestrian facilities
» Recycling and waste management

» Health equity and well-being projects
» Brownfields redevelopment
» Community microgrids
» Indoor air pollution reduction

SCAQMD: Carl Moyer Grant

Deadline: TBD 2026/2027

Amount: Varies depending on ask

Match: Yes, 15%

Link:
https://www.aqmd.gov/home/programs/business/carl-moyer-memorial-air-quality-standards-attainment-(carl-moyer)-program

Project Category*	Examples
On-Road Heavy-Duty Vehicles	• Transit Buses • Heavy Duty Trucks and Buses • Drayage Trucks • Solid Waste Vehicles • Public Agency/Utility Vehicles • Emergency Vehicle Replacement (fire apparatus) • Airport Shuttles
Off-Road Equipment	• Construction Equipment • Cargo Handling Equipment • Industrial Equipment • Agricultural Mobile Equipment (loaders, tractors, water pulls, etc.) • Large Spark Ignition Equipment • Portable Engines • Utility Terrain Vehicles (UTVs) • Marine Engine Repower • Marine Replacement • Ship-Side Shore Power • Locomotives • Transportation Refrigeration Units (TRUs)
Infrastructure (to fuel or power a zero-emission, heavy-duty vehicle or equipment)	• Battery Electric Charging Station • Hydrogen Fueling Station • Stationary Agricultural Pump Electrification • Shore Power

*To be eligible for funding, all projects must comply with all applicable federal, state, and local air quality rules and regulations.

The Carl Moyer Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that required by law through retrofitting, repowering or replacing their engines with newer and cleaner ones.
These grants are issued locally by air pollution control districts and air quality management districts. Not all air districts fund every type of Carl Moyer Program project available. Please contact your local air district for the most updated information on funding availability, project eligibility, applications, and application selection timeline.
Projects that reduce emissions from heavy-duty on and off-road equipment qualify. This includes trucks over 14,000 gross vehicle weight, off-road equipment such as construction and farm equipment, marine vessels and locomotives, stationary agricultural equipment, forklifts, light-duty and other agricultural sources and airport ground support equipment.

CalEVIP: Fast Charge California Project 1 (FCCP-1)

Deadline: TBD Summer 2026
Amount: Up to $100,000 per charging port
Match: n/a
Eligibility: Open to all sites that fulfill the set requirements on accessibility
Link: https://calevip.org/fast-charge-california-project
Summary: The Fast Charge California Project 1 (FCCP-1), part of CALeVIP 2.0, is a statewide incentive program by the California Energy Commission (CEC) to expand high-powered DC fast chargers (150 kW+) and support zero-emission vehicles (ZEVs). With at least $55 million in funding, incentives cover 100% of eligible costs, capped at $55,000 per port (150-274.99 kW) or $100,000 (275 kW+), for up to 20 ports per site. Applications require final utility service design approval and issued permits and are processed first-come, first-served, with priority for Disadvantaged Communities (DACs), Low-Income Communities (LICs), and Tribal Lands (TLs), but no requirement for application. Chargers must be publicly available.

California Energy Commission (CEC): FAST 2.0 - Fast and Available Charging for All Californians
Due: TBD Summer 2026
Amount: Up to $10,000,000 in total funding; maximum of $5,000,000 per project or 50% of total project costs, whichever is less
Match: Yes; applicants must provide a minimum of 50% match share, with at least half of this as a cash contribution
Eligibility: All public and private entities with a business presence in California, including California Native American Tribes and Tribal Organizations. Investor-owned utilities and applicants with more than 50 active CEC-funded light-duty EV projects are ineligible.
Link:
California Energy Commission
Purpose:
The purpose of this solicitation is to fund projects that deploy fast electric vehicle (EV) charging infrastructure accessible to the public.
Eligible Funding:

- Direct current fast chargers (DCFC) supplying a minimum of 150 kW to a vehicle
- Installation costs, including planning and engineering design
- Renewable distributed energy resources or energy storage systems providing power to EV chargers
- Maintenance agreements, warranties, and networking costs (as match share)

Funding Restrictions:

- Projects must be at existing structures/facilities
- At least 50% of EV chargers must be installed within disadvantaged and/or low-income communities
- Charging stations must be publicly accessible for at least 18 hours per day
- Equipment must support multiple payment methods
- All installations must comply with applicable laws, including ADA requirements
- At least 10 charging ports installed per site

PGE: Microgrid Incentive Program
Deadline: TBD 2027
Amount: Up to $14M
Match:
Link:
https://www.pge.com/en/save-energy-and-money/rebates-and-incentives/community-microgrids.html
The PG&E Microgrid Incentive Program (MIP) provides funding to support the design and development

of clean, multi-customer Community Microgrids in disadvantaged and vulnerable communities. The program's goal is to increase local energy resilience and reliability, reduce emissions, and ensure that critical facilities and underserved populations have access to reliable power during grid outages caused by wildfires, severe weather, or other emergencies. MIP funding covers costs such as project engineering, battery and generation resources, interconnection upgrades, and special facilities needed to safely operate a microgrid. Eligible applicants include local and tribal governments and community-based organizations located in areas with high outage risk or historical reliability issues.

Energiize EV Jump Start
Deadline: TBD
Amount: Up to $750,000
Match: 75% of total eligible adjusted project costs
Eligibility:

- Infrastructure installed in a designated Disadvantaged Community (DAC) or Low-Income Community (LIC)
- California Native American Tribe, Tribal Organization, or Non-Governmental Organization serving Tribal entities
- Small Business as recognized by the California State Legislative Code
- Certified Minority Business Enterprise, Woman-Owned Small Business, Veteran-Owned Small Business, or LGBT-Owned Small Business
- Public Transit System with routes or coverage areas within DACs and/or LICs
- Public School District serving greater than 50% free and reduced-price meals to students
- Non-profit organization that qualifies for tax-exempt status under IRS Section 501

Links: Energiize Application Portal**, Program info:** https://www.energiize.org/
Description: The Energy Infrastructure Incentives for Zero-Emission (EnergIIZE) Commercial Vehicles Project EV Jump Start funding lane is intended for commercial fleets, site owners, or others who seek to deploy charging infrastructure for Medium-Duty and Heavy-Duty (MDHD) electric vehicles (EVs). The application process is competitive, and applications are scored based on criteria demonstrating project readiness, cost-effectiveness, and community engagement and benefit.

U.S. Department of Transportation: Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
Deadline: TBD
Amount: $500,000 to $15 million; This is a cost reimbursement grant; estimated total program funding for 2024: $1,321,200,000
Match: Yes, 20%
Eligibility: Counties, cities, public housing authorities, special districts, IHEs, tribal governments
https://grants.gov/search-results-detail/354602
Recipients of an award under this program related to EV infrastructure are required to comply fully with applicable sections of the National Electric Vehicle Infrastructure Minimum Standards and Requirements Rule (23 CFR Part 680).
https://grants.gov/search-results-detail/354602
The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle 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 (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Bipartisan Infrastructure Law provides $2.5 billion over five years for this program. This first round of funding makes $700 million from Fiscal Years 2022 and 2023 funding available to strategically deploy electric vehicle (EV) charging

infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, **particularly in underserved and disadvantaged communities.**

This final rule establishes a requirement for the number of ports at a charging station. Any time charging stations are installed there is a required minimum of 4 ports, notwithstanding the type of port (Direct Current Fast Charger (DCFC) or alternating current (AC) Level 2 or a combination of DCFC and AC Level 2). Additionally, in all instances when a DCFC charging station is installed along and designed to serve users of designated AFCs, there must be at least four network-connected DCFC charging ports. **National Electric Vehicle Infrastructure Minimum Standards and Requirements Rule (23 CFR Part 680)** Link: https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements