

## Federal Laws and Incentives for Grants

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

### 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) website.

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#### Advanced Biofuel Production Payments

Through the Bioenergy Program for Advanced Biofuels (Section 9005), eligible producers of advanced biofuels, or fuels derived from renewable biomass other than corn kernel starch, may receive payments to support expanded production of advanced biofuels. Payment amounts will depend on the quantity and duration of production by the eligible producer; the net nonrenewable energy content of the advanced biofuel, if sufficient data is available; the number of producers participating in the program; and the amount of funds available. No more than 5% of the funds will be made available to eligible producers with an annual refining capacity of more than 150 million gallons of advanced biofuel. This program is funded through fiscal year 2018 (verified February 2014), but is subject to congressional appropriations thereafter. For more information, see the [Bioenergy Program for Advanced Biofuels](http://bioenergy.doe.gov) website and contact the appropriate [State Rural Development Office](http://www.rurdev.usda.gov). (Reference [H.R.](http://www.congress.gov) 2642, 2014, [Public Law](http://www.congress.gov) 112-240, and 7 [U.S. Code](http://www.congress.gov) 8105)

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#### Biodiesel Education Grants

Competitive grants are available through the Biodiesel Fuel Education Program (Section 9006) to educate governmental and private entities that operate vehicle fleets, the public, and other interested entities about the benefits of biodiesel use. Eligible applicants are nonprofit organizations or institutes of higher education that have demonstrated knowledge of biodiesel fuel production, use, or distribution; and have demonstrated the ability to conduct educational and technical support programs. This program is funded through fiscal year 2018 (verified February 2014), but is subject to congressional appropriations thereafter. (Reference [H.R.](http://www.congress.gov) 2642, 2014, [Public Law](http://www.congress.gov) 112-240, and 7 [U.S. Code](http://www.congress.gov) 8106)

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### **Biomass Research and Development Initiative**

The U.S. Department of Agriculture's National Institute of Food and Agriculture, in conjunction with U.S. Department of Energy Office of Biomass Programs, provides grant funding for projects addressing research, development, and demonstration of biofuels and biobased projects and the methods, practices, and technologies for their production, under the Biomass Research and Development Initiative (Section 9008). The competitive award process focuses on three main technical areas: feedstock development; biofuels and biobased products development; and biofuels development analysis. Eligible applicants are institutions of higher learning, national laboratories, federal research agencies, private sector entities, and nonprofit organizations. The non-federal share of the total project cost must be at least 20%. This program is funded through fiscal year 2017 (verified February 2014), but is subject to congressional appropriations thereafter. For more information, see the [Biomass Research & Development](#) website. (Reference [H.R.](#) 2642, 2014, [Public Law](#) 112-240, and 7 [U.S. Code](#) 8108)

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### **Ethanol Infrastructure Grants and Loan Guarantees**

The Rural Energy for America Program (REAP) provides loan guarantees and grants to agricultural producers and rural small businesses to purchase renewable energy systems or make energy efficiency improvements. Eligible renewable energy systems include flexible fuel pumps, or blender pumps, that dispense intermediate ethanol blends. The maximum loan guarantee is \$25 million and the maximum grant funding is 25% of project costs. At least 20% of the grant funds awarded must be for grants of \$20,000 or less. This program is funded through fiscal year 2018 (verified February 2014), but is subject to congressional appropriations thereafter. For more information, see the [REAP](#) website. (Reference [H.R.](#) 2642, 2014, [Public Law](#) 112-240, and 7 [U.S. Code](#) 8107)

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### **Value-Added Producer Grants (VAPG)**

Value-Added Producer Grants (VAPG) are available to help independent agricultural producers enter into or expand value-added activities, including innovative uses of agricultural projects, such as biofuels production. Eligible applicants include independent producers, farmer and rancher cooperatives, agricultural producer groups, and majority-controlled producer-based business ventures. Participants may apply for either a planning grant or a working capital grant, but not both. In addition, no more than 10% of program funds may be awarded to majority-controlled producer-based business ventures. Grants are awarded to projects determined to be economically viable and sustainable. For more information about grant eligibility, see the [VAPG](#) website and contact the appropriate [State Rural Development Office](#). This program is funded through fiscal year 2018 (verified February 2014), but is subject to congressional appropriations thereafter. (Reference [H.R.](#) 2642, 2014, Section 6203; and 7 [U.S. Code](#) 1632a)

### **Biobased Transportation Research Funding**

The Surface Transportation Research, Development, and Deployment (STRDD) Program funds activities that promote innovation in transportation infrastructure, services, and operations. A portion of the funding made available to STRDD is set aside for the Biobased Transportation Research program to carry out biobased research of national importance at research centers and through the National Biodiesel Board. For more information, see the [STRDD Program](#) website. The program is not currently funded (verified December 2013). (Reference 23 [U.S. Code](#) 502 and 7 [U.S. Code](#) 8109)

#### ***Point of Contact***

Federal Highway Administration  
U.S. Department of Transportation  
<http://www.fhwa.dot.gov/index.html>

## Programs

### Clean Cities

The mission of Clean Cities is to advance the energy, economic, and environmental security of the United States by supporting local initiatives to adopt practices that reduce the use of petroleum in the transportation sector. Clean Cities carries out this mission through a network of nearly 100 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and advanced vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction. Clean Cities provides information about financial opportunities, coordinates technical assistance projects, updates and maintains databases and websites, and publishes fact sheets, newsletters, and related technical and informational materials. For more information, see the [Clean Cities](#) website.

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### 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](#) website.

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### National Clean Diesel Campaign (NCDC)

The [NCDC](#) was established by the U.S. Environmental Protection Agency to reduce pollution emitted from diesel engines through the implementation of varied control strategies and the involvement of national, state, and local partners. The NCDC includes programs for existing diesel fleets, regulations for clean diesel engines and fuels, and regional collaborations and partnerships. For information on available grants and funding opportunities, see the NCDC [Grants & Funding](#) website.

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### SmartWay Transport Partnership

The SmartWay Transport Partnership is a market-based public-private collaboration between the U.S. Environmental Protection Agency (EPA) and the domestic freight industry. This partnership is designed to reduce greenhouse gases

and air pollution by accelerating the adoption of advanced technologies and operational practices which increase fuel efficiency and reduce emissions from goods movement. EPA provides partners with performance benchmarking tools, fleet management best practices, technology verification, public recognition and awards, and use of the SmartWay Transport Partner logo to demonstrate their leadership to customers, shareholders and other stakeholders. The SmartWay Transport Partnership is working with partners to test and verify [advanced technologies](#) and [operational practices](#) that save fuel and reduce emissions. Grants are available to states, nonprofits, and academic institutions to demonstrate innovative idle reduction technologies for the trucking industry. For more information, see the [SmartWay Transport Partnership](#) website.

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**Clean School Bus USA**

Clean School Bus USA is a public-private partnership that focuses on reducing children's exposure to harmful diesel exhaust by limiting school bus idling, implementing pollution reduction technologies, improving route logistics, and switching to clean fuels. Clean School Bus USA is part of the U.S. Environmental Protection Agency's [National Clean Diesel Campaign](#) and provides funding for projects designed to retrofit and/or replace older diesel school buses. Eligible applicants are school districts, state and local government programs, federally recognized Indian tribes, and non-profit organizations. For more information, see the [Clean School Bus USA](#) website.

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**Clean Ports USA**

Clean Ports USA 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. The U.S. Environmental Protection Agency's [National Clean Diesel Campaign](#) 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 [Clean Ports USA](#) website.

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**Clean Construction USA**

Clean Construction USA 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 USA is part of the U.S. Environmental Protection Agency's [National Clean Diesel Campaign](#), which offers funding for clean diesel construction equipment projects. For more information, see the [Clean Construction USA](#) website.

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**Clean Agriculture USA**

Clean Agriculture USA 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 USA is part of the U.S. Environmental Protection Agency's [National Clean Diesel Campaign](#), which offers funding for clean diesel agricultural equipment projects. For more information, see the [Clean Agriculture USA](#) website.

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**Pollution Prevention Grants Program**

The Pollution Prevention (P2) Grants Program supports state and tribal technical assistance, education, and research programs that help businesses and industries identify better environmental strategies and solutions for complying with federal and state environmental regulations. Eligible applicants include states, U.S. territories, and qualified state agencies, colleges and universities. Local governments, private universities, private nonprofit organizations, private businesses, and individuals are not eligible for funding. Matching funds will be awarded and managed by the U.S. Environmental Protection Agency's regional P2 program offices. Grant amounts awarded are dependent on Congressional appropriations for this program. For more information see the [P2 Program](#) website. (Reference 42 [U.S. Code](#) 13104)

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**Air Pollution Control Program**

The Air Pollution Control Program assists state, local, and tribal agencies in planning, developing, establishing, improving, and maintaining adequate programs for prevention and control of air pollution or implementation of national air quality standards. Plans may emphasize alternative fuels, vehicle maintenance, and transportation choices to reduce vehicle miles traveled. Eligible applicants may receive federal funding for up to 60% of project costs to implement their plans. (Reference 42 [U.S. Code](#) 7405)

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### **Congestion Mitigation and Air Quality (CMAQ) Improvement Program**

The CMAQ Improvement Program provides funding to state departments of transportation (DOTs), municipal planning organizations (MPOs), and transit agencies for projects and programs in air quality nonattainment and maintenance areas that reduce transportation-related emissions. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, purchasing idle reduction equipment, development of alternative fueling infrastructure, conversion of public fleet vehicles to operate on cleaner fuels, and outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits. State DOTs and MPOs must give priority to projects and programs to include diesel retrofits and other cost-effective emissions reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits. For more information, see the [CMAQ Improvement Program](#) website. (Reference [Public Law](#) 112-141, and 23 [U.S. Code](#) 149)

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### **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](#) website. (Reference 49 [U.S. Code](#) 47139)

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The AFDC is a resource of the U.S. Department of Energy's Clean Cities program.

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