

Community Change

EPA

GRANT

Who should apply?

Any partnership between two community-based organizations or a partnership between a community-based organization and:

- A local government
- An institute of higher education
- A Federally-Recognized Tribe

To provide comprehensive community and place-based approaches to redressing environmental and climate injustices for communities facing legacy pollution, climate change, and persistent disinvestment.

\$2B

for resources, investment, etc. in community-driven projects to address environmental and climate challenges.

Track 1: \$10-20M per grant

Track 2: \$1-3M per grant

DEADLINE | NOVEMBER 21, 2024
11:59 PM (ET)

Clean School Bus

EPA

REBATE

Who should apply?

Public school districts: local or state governments responsible for providing school bus service to at least one public school system, or the procurement of school buses services; a public charter school district responsible for service of school buses for that school; or a RESA or JETA with an NCES.

Tribes: Indian Tribes, Tribal Orgs, or Tribal-ly-Controlled Schools responsible for providing school bus service for a BIE-funded school or the procurement of school buses services.

Eligible third-parties (found online)

To subsidize the purchase of zero-emission or clean school buses, enabling eligible entities to replace existing diesel buses.

\$965M

to replace diesel-powered school buses from 2010 or before that is still operational and has provided bus service to a public school district (specific service requirements entailed online).

DEADLINE | JANUARY 9, 2025
4:00 PM (ET)

Research & Planning Technical Assistance

EDA

GRANT

Who should apply?

A district organization; an Indian Tribe or a consortium of Indian Tribes; a state; a city or other political subdivision of a state; an institution of higher education or a consortium of institutions of higher education; a public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a state; private individual; or a for-profit organization.

To provide investments that support research and technical assistance projects under EDA's R&E and NTA programs, leveraging existing regional assets and supporting the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities.

Up to \$1.5M per grant

Applications accepted on rolling basis

Carbon Reduction Program

FHWA

GRANT

Who should apply?

Local governments, such as counties, municipalities, townships, park districts, or forest preserve districts; state agencies; transit agencies; non-government organizations that enter into public-private partnerships with eligible entities.

Provides funding to develop carbon reduction strategies and fund projects to reduce carbon emissions from on-road highway sources.

\$6.4B over five years

to reduce carbon in Illinois through transit and active transportation projects, efficient roadway operations, using lower carbon fuels and alternative fuels and energy, construction and maintenance, and the use of IDOT land.*

*Projects within each category vary.
Funds can be stacked with other eligible USDOT funding for projects, if the eligibility requirements and applicable Federal share

Funded through September 30, 2026

Congestion Mitigation & Air Quality Improvement

FHWA

GRANT

Who should apply?

State and local governments

To provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

+\$225M for Illinois

for transit improvements; travel demand management strategies; congestion relief efforts, such as high occupancy vehicle lanes; diesel retrofit projects; alternative fuel vehicles and infrastructure; medium- or heavy-duty zero-emission vehicles and related charging equipment; shared micromobility, including bikesharing and shared scooter systems; purchase of diesel replacements; modernization or rehabilitation of a lock or dam, or a marine highway corridor, connector, or crossing connected to the Federal-aid highway system; or alternative fuel vehicle refueling infrastructures that would reduce emissions from non-road vehicles/engines, such as construction projects or freight operations.

Available each fiscal year

Reduction of Truck Emissions at Ports

FHWA

GRANT

Who should apply?

State or local Governments; planning and project organizations; transportation providers and operators; private-sector applicants

Will provide funding to reduce truck idling and emissions at ports, including:

- Development of port-related infrastructure
- Usage of on-truck technologies
- Usage of low- or zero-emissions powertrains or fuels
- Reduction of congestion in or adjacent to ports
- Electrification or improvement in the efficiency of port operations

\$80M for fiscal year 2025

Federal share not to exceed 80% of total cost of the project for which a grant is awarded

Available each fiscal year

Community Facilities

EPA

LOANS & GRANTS

Who should apply?

Public bodies, community-based non-profit organizations, and Federally-recognized tribes in cities, villages, townships, and towns with no more than 20,000 residents according to the latest U.S. Census Data.

This program provides affordable funding to develop essential community facilities in rural areas. Examples include health care facilities, public facilities, community support services, public safety services, educational services, utility services, and local food systems.

Amounts vary*

*Read NOFO

No deadline. Open year-round.

Clean Vehicle & Energy

IRS

TAX CREDIT

Who should apply?

Individuals, businesses, and tax exempt and gov. entities who bought a new, qualified plug-in electric vehicle (EV) in 2023 or before (2022 and earlier have different qualifications than 2023 and later).

- Alt Fuel Vehicle Refueling Property Tax
- Commercial Clean Vehicle Tax Credit
- New Clean Vehicle Tax Credit
- Used Clean Vehicle Tax Credit

Amounts vary*

Alt Fuel Vehicle Refueling Property: EV charging infrastructure cost; individuals receive 30% of cost, businesses receive 6% of cost

Commercial Clean Vehicle: for businesses and tax-exempt orgs; less than 14k lbs receive max credit of \$7.5k, 14k lbs or more receive max credit of \$40k

New Clean Vehicle: individuals; up to \$7.5K

Used Clean Vehicle: individuals; up to 30% of sale price, max credit of \$4k

* Read all requirements

No deadline. Requires tax return.

Driving a Cleaner IL - VW

IL EPA - Round 7

GRANT

Who should apply?

Government or transit agencies that serve the public in operating public transit buses to provide local transportation or entities that own diesel transit buses and will own new electric buses/infrastructure.*

*Buses must be involved in routes in one of the listed priority areas in the NOFO.

Through the Driving a Cleaner Illinois program, the IL EPA is making Volkswagen Environmental Mitigation Trust Agreement funding available for the replacement of diesel transit buses to electric.

\$27M

to replace existing Class 4-8 diesel transit buses made in 2009 or before with new, all-electric buses

Available until funds are exhausted

Individual EVs - OPENS MID-JANUARY 2025

IL EPA

REBATE

Who should apply?*

Illinois residents that purchase a new or used all-electric vehicle from an Illinois-licensed dealer.

\$4,000

for the purchase of an all-electric vehicle (no motorcycles)

\$1,500

for the purchase of an all-electric motorcycle

DEADLINE | Within 90 calendar days of vehicle purchase & during open rebate cycle

ComEd customer - business/public sector

ComEd

POINT-OF-PURCHASE REBATE

Who should apply?

Business, public sector, multifamily property ComEd customers who upgraded vehicles to electric: Fleet vehicles, classes 1-8; Transit Bus >=30'; K-12 School Buses >=35'

Rebates apply only to qualifying EVs/dealers. Charging equipment make-ready rebates are for ENERGY STAR Certified L2 and DCFC (Level 3) chargers, whether located on the customer side and/or the ComEd side of the meter.

\$5K-\$180K rebates, vehicles*

*Class of vehicle is part of determination

\$5,333-\$550K rebates, infrastructure*

*Select customers

DEADLINE | Within 90 calendar days of project completion or EV purchase. Installation must be completed before rebate is paid.

ComEd customers - residential

ComEd

REBATE

Who should apply?

ComEd customers who installed Level 2 EV chargers (and the associated installation costs) purchased on or after February 1, 2024. Customers must also be enrolled in one of the supply rate options below for a three-year period*:

- ComEd's Hourly Rate
- A time-variant rate provided by an Alt. Retail Electric Supplier ("ARES")
- The Residential Optimization Pilot

*Effective 6/16/24, this program is only processing new applications for customers who are at or below certain income levels and/or meet certain equity criteria.

\$2.5K-\$3,750 rebates*

*Select customers

DEADLINE | Within 90 calendar days of project completion or EV purchase. Installation must be completed before rebate is paid.

Illinois Propane

Illinois Propane Gas Association

REBATE

Who should apply?

Anyone who purchases a new propane vehicle or converted a vehicle into a propane vehicle or anyone who builds one 24/7 public fueling facility or two private fueling stations. Vehicles must be

DEADLINE | Applications are accepted between 1/1/24-12/31/24, or when program funds are exhausted

Federal & State Incentives

INCENTIVES

The U.S. Department of Energy's Alternative Fuels & Advance Vehicles Data Center is your source to finding the federal and state incentives and laws surrounding air quality, fuel efficiency, and alternative fuels and advanced transportation technologies.

▶ **13 state incentives (IL)**

▶ **+70 federal incentives**

▶ Indicates clickable text. Click for more information.