

## Charging and Fueling Infrastructure Discretionary Grant

Hosted by the US Department of Transportation

March 21, 2023

### Table of Contents

<b>Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Overview</b>	<b>2</b>
Eligible Infrastructure for the CFI Grant Program	3
Two Grant Programs	3
<b>Available Funding and Program Eligibility</b>	<b>3</b>
Award Size	4
Cost Share	4
Eligible Applicants	5
Community Program Eligibility	5
Corridor Program Eligibility	6
EV Charging Minimum Standards	7
<b>Application Overview</b>	<b>7</b>
Content and Form of Application: Community and Corridor Programs	8
DOT Priority Considerations	11
Tools for Applicants	11
<b>Selection, Review, and Submission Process</b>	<b>12</b>
Selection Criteria	12
Review Process	13
Application Submission Process	13
Questions	13

### Key Takeaways

- The Charging and Fueling Infrastructure (CFI) Discretionary Grant covers two programs: Community Program and Corridor Program.
  - These programs have different eligibility criteria, application requirements, and selection criteria.
- The CFI Program covers EV charging, hydrogen fueling, natural gas fueling, and propane fueling.
  - Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles.
- All projects are required to comply with [EV Charging Minimum Standards](#).
- Questions can be submitted via email to [CFIgrants@dot.gov](mailto:CFIgrants@dot.gov)

## Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Overview

- The CFI Program was established by the Bipartisan Infrastructure Law (BIL)\*, \*\*
- Authorized to strategically deploy publicly accessible electric vehicle charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFCs)
- BIL established two distinct funding categories within CFI: Community Grants† and Corridor Grants††
- Both Community and Corridor Grants are included in the current Notice of Funding Opportunity for Fiscal Year FY22 and FY23 offering up to \$700M
- BIL authorized funding for FY22 through FY26 for this program (\$2.5B total)

\*23 U.S.C. § 151(f)

\*\*BIL - Enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58, Nov. 15, 2021)

†23 U.S.C. 151(f)(8)

†† 23 U.S.C. 151(f)(6)

### Program Goals

The CFI Program will accelerate an electrified and alternative fuel transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. The CFI Program will also help put the U.S. on a path to a nationwide network of at least 500,000 EV chargers by 2030 and improve networks for vehicles using hydrogen, propane, and natural gas.

#### **Program Goals:**

- Supplement, not supplant, necessary private sector investment
- Complement existing Federal programs
- Facilitate broad public access to a national infrastructure network to accelerate adoption of zero emission vehicles
- Implement Justice40 objectives, lower transportation costs, and increase economic opportunity
- Advance job quality, workforce development, and workforce equity
- Reduce greenhouse gas and vehicle-related emissions

## Eligible Infrastructure for the CFI Grant Program

### EV Charging and Other Alternative Fueling Infrastructure

- Electric Vehicle (EV) Charging
- Hydrogen Fueling
- Natural Gas Fueling
  - Compressed Natural Gas
  - Liquefied Natural Gas
- Propane Fueling\*

\* Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles, as per 23 U.S.C. § 151(f)(7).

- Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles

## Two Grant Programs

1. Community Grant Program: Community Program grants are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure.
2. Corridor Grant Program: Corridor Program grants are expected to support buildout of charging or other alternative fueling infrastructure along designated AFCs.
  - a. DOT designates national AFCs that identify near- and long-term needs for, and location of, charging and other fueling infrastructure at strategic locations along major national highways across the United States.
  - b. Alternative Fuel Corridors:  
[https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/)
  - c. Alternative Fuel Corridor Identification Signage:  
[https://mutcd.fhwa.dot.gov/resources/policy/signing\\_alt\\_fuel\\_corridors/index.htm](https://mutcd.fhwa.dot.gov/resources/policy/signing_alt_fuel_corridors/index.htm)




## Available Funding and Program Eligibility

## Award Size

- Community Program Grants
  - Minimum anticipated award of \$500,000
  - Maximum award of \$15M
  - \$350 million available (FY22 & FY23)
- Corridor Program Grants
  - Minimum anticipated award of \$1M
  - No maximum award size
  - \$350 million available (FY22 & FY23)
- \$700 million total CFI Program funding available (FY22 & FY23)
- To the extent possible, all applications will be considered for both the Community and the Corridor Program regardless of which grant is applied for.

## Cost Share

- Maximum Federal Share 
  - For both grant programs, the Federal share shall not exceed 80 percent of the total project cost\*
  - Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching share
- Additional information on cost share can be found at:
  - 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on Non-Federal Matching Requirements - [https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid\\_guidance\\_nfmr.pdf](https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf)
- Eligible entities that contract with a private entity as required for the Corridor Program or as permitted by the Community Program must include in those contracts a condition that the private entity shall be responsible for the share of the project cost carried out with CFI Program funds that is not paid by the Federal Government. \*\*

\*23 U.S.C. § 151(f)(10)(A)

\*\*23 U.S.C. § 151(f)(10)(B)

- Federal-Aid Guidance Non-Federal Matching Requirements:  
[https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid\\_guidance\\_nfmr.pdf](https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf)

## Eligible Applicants

Eligible Applicants	Community Program 23 U.S.C. § 151(f)(8)(C)	Corridor Program 23 U.S.C. § 151(f)(3)
A State or political subdivision of a State*	✓	✓
A metropolitan planning organization	✓	✓
A unit of local government	✓	✓
A special purpose district or public authority with a transportation function, including a port authority	✓	✓
An Indian Tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. § 5304)) †	✓	✓
A territory of the United States	✓	✓
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	✓	✓
A group of entities as listed above	✓	✓
A State or local authority with ownership of publicly accessible transportation facilities	✓	

\* The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico 23 U.S.C. § 101(a)(28).

† The term "Indian" means a person who is a member of an Indian tribe 25 U.S.C. § 5304(d).

## Community Program Eligibility

### Community Program: Eligible Projects

- Any project that is expected to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.
- Infrastructure is publicly accessible charging and fueling infrastructure.
- Projects may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.\*\*
  - The applicant cannot place chargers in locations that require fees to access

### Community Program: Eligible Project Costs

- Acquisition and installation of infrastructure
- A CFI grant recipient may also use grant funds for:
  - Any related construction or reconstruction and the acquisition of real property directly related to the project.
  - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.

### Community Program: Eligible Project Costs (cont'd)

- **May** contract with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.\*
- Educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure (may not exceed more than 5 percent of the grant amount awarded). \*\*

### Corridor Program Eligibility

#### Corridor Program: Eligible Projects

- Projects expected to support buildout of charging or alternative fueling infrastructure along designated AFCs.
- Infrastructure is publicly accessible charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle.
- Projects must be located along an alternative fuel corridor, on the condition that any affected Indian tribes are consulted before the designation.

#### Corridor Program: Eligible Projects (cont'd)

- EV charging infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than one mile from Interstate exits or highway intersections along designated corridors.
- Alternative fueling infrastructure should be conveniently and safely located as close to the AFC as possible, and, in general, no greater than five miles from Interstate exits or highway intersections along designated corridors.

### Corridor Program: Eligible Project Costs

- **Must** contract with a private entity for acquisition and installation of eligible infrastructure.
  - Providing a private entity with operating assistance\*\* for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations.
  - An applicant that receives a CFI grant for acquisition and installation, or operations, of eligible infrastructure may also use grant funds for acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure included in the project.
- There is a key difference between the Community Program and Corridor Program. For the Corridor Program, applicants must partner with a private entity while applicants for the Community Program may partner with a private entity, but are not required to.
  - Operating assistance shall be limited to costs allocable to operating and maintaining the eligible infrastructure and service, and may not exceed the amount of a contract to acquire and install eligible infrastructure.

### **EV Charging Minimum Standards**

- Recipients of an award under this program related to EV infrastructure are required to comply with applicable sections of the EV Charging Minimum Standards (23 CFR Part 680).
  - These standards\* specify technical aspects of chargers including connector types, power levels, minimum number of charging ports per station, minimum uptime (reliability standards), payment methods, and more; data submittal requirements; workforce requirements for installation, operation, or maintenance by qualified technicians; interoperability of EV charging infrastructure; traffic control devices and signage; network connectivity; and publicly available information.
- Additional Information: <https://www.fhwa.dot.gov/environment/nevi/resources/>
  - NEVI Standards and Requirements: <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

### **Application Overview**

## Content and Form of Application: Community and Corridor Programs

### The application must include:

- (1) the required Standard Forms listed in the NOFO; and
- (2) a narrative document that addresses the following items.
  - i. Project Narrative
  - ii. Budget Information
  - iii. Project Merit Criteria
  - iv. Project Readiness and Environmental Risk

Note: All applications must be submitted electronically through [Grants.gov](https://www.grants.gov).

- Grant opportunity on Grants.gov:  
<https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>
- Subscribe on Grants.gov to receive automated email notifications

### Community Program Application: Project Narrative

#### Project Narrative:

- I. Description of project location
- II. Description of how the project expands community-based infrastructure or fills gaps in access by equitably expanding the deployment of infrastructure
- III. Description of how funds will be spent on various portions of the project(s)
- IV. Additional project narrative information describing several focus areas encouraged by FHWA

### Community Program Application: Additional Project Narrative

The FHWA is interested in community projects in several focus areas. As applicable, applicants are encouraged to indicate which focus area(s) their proposed project address(es).

#### The Community Program Focus Area Categories are:

- Multi-Modal Hubs and Shared-Use Fleets and Services
- Urban/Suburban Area Charging and Fueling Solutions
- Rural Area Charging and Fueling Solutions
- Fleet Vehicles that Serve and Operate in Communities



- This may include whether your charging station will be located in underserved areas where private investment may be lacking

### Corridor Program: Project Narrative

#### **Project Narrative:**

- I. Description of project location
- II. Description of how the public accessibility of infrastructure
- III. Description of outcomes from collaborative engagement with stakeholders
- IV. Identify whether the location of the station as meets statutory requirements
- V. Details to ensure infrastructure installation that can be responsive to technology advancements
- VI. Discussion about the long-term operation and maintenance of infrastructure
- VII. Assessment of the estimated emissions conducted using the AFLEET CFI Emissions tool
- VIII. Description of how the project improves AFCs
- IX. Description of how funds will be spent on various portions of the project(s)
- X. Additional project narrative information

### Corridor Program: Additional Project Narrative

The FHWA is interested in community projects in several focus areas. As applicable, applicants are encouraged to indicate which focus area(s) their proposed project address(es).

The Corridor Program Focus Area Categories are:

- Demonstrate Build-Out of Alternative Fueling Corridors
- Zero Emission Corridors for Medium- and Heavy-Duty Vehicles
- Resiliency

### Project Merit Criteria

#### **1. Safety**

#### **2. Climate Change, Resilience, and Sustainability**

#### **3. Equity, Community Engagement, and Justice<sup>40</sup>**

#### **4. Workforce Development, Job Quality, and Wealth Creation**

#### **5. CFI Program Vision**

- Project merit criteria will be used to evaluate **all** applications
- CFI Program Visions are different for the Community Program and Corridor Program

Community Program Only: Statutory Selection Priorities

Priority goes to projects that expand access to charging and fueling infrastructure within:

1. Rural areas\*
2. Low- and moderate-income neighborhoods†
3. Communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes, as determined by the Secretary††


Community Program: Additional Considerations

The extent to which the project would:

1. Contribute to geographic diversity among eligible entities, including achieving a balance between urban and rural communities, and;\*
2. Meet current or anticipated market demands for charging or fueling infrastructure, including faster charging speeds with high-powered capabilities necessary to minimize the time to charge or refuel current and anticipated vehicles.†

Corridor Program: Additional Considerations

The extent to which the project would:

1. Convert corridor-pending corridors to corridor-ready corridors or in the case of corridor-ready corridors, providing redundancy;\*
  2. Reduce congestion at existing charging or fueling infrastructure in high-traffic locations;\*
  3. Meet current or anticipated market demands for corridor charging or alternative fueling infrastructure, supports a long-term competitive market, and does not significantly impair existing charging and infrastructure providers;†
- 

### Corridor Program: Additional Considerations (cont'd)

4. Enable or accelerate the construction of charging or fueling infrastructure that would be unlikely to be completed without Federal assistance\*, as a result of meaningful public engagement with communities that have lacked private infrastructure investment;
5. Deploy charging and fueling infrastructure for medium- and heavy-duty vehicles, including along the National Highway Freight Network;†
6. Ensure, to the maximum extent practicable, geographic diversity among grant recipients to ensure that charging and fueling infrastructure is available throughout the U.S.††

### Corridor Program: Additional Considerations (cont'd)

And, the extent to which :

7. The private entity that the eligible entity contracts for an eligible project (i) submits to the Secretary the most recent year of audited financial statements and (ii) has experience in installing and operating charging and fueling infrastructure;\*
8. The eligible entity and the private entity that the eligible entity contracts for an eligible project enter into an agreement (i) to operate and maintain publicly charging and fueling infrastructure and (ii) that provides a remedy and an opportunity to cure if the requirements described in clause (i) are not met.†

### **DOT Priority Considerations**

- DOT will prioritize Highly Recommended projects and Recommended projects that demonstrate exceptional benefits under:
  - Merit Criterion #3 Equity, Community Engagement, and Justice40;
  - Merit Criterion #4 Workforce Development, Job Quality, and Wealth Creation, or;
  - Merit Criterion #5 CFI Program Vision
- These Considerations apply to both the Community and Corridor Programs

### **Tools for Applicants**

- Corridor Program Tool:
  - Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) CFI Emissions Tool (Argonne National Lab):  
<https://afleet.es.anl.gov/infrastructure-emissions/>

- Equity Tools for Both Programs:
  - DOT Transportation Disadvantaged Census Tracts Tool:  
<https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>
  - EV Charging Justice40 Map (Argonne National Laboratory):  
<https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations>

### Selection, Review, and Submission Process


- If an application doesn't meet the eligible applicant type or project eligibility criteria, the application will not move forward to review

### Selection Criteria

The FHWA will award CFI Grants based on an evaluation of:

- Project Merit Criteria
- DOT Statutory Selection Priorities (Community Program)
- Additional Considerations
- DOT Priority Considerations

### Overall Application Rating

- Highly Recommended 
  - Meets all eligibility requirements
  - Receives a Highly Qualified rating in at least 3 of the 5 Project Merit Criteria, and at least a rating of Qualified for each of the Project Merit Criteria
- Recommended
  - Meets all eligibility requirements
  - Receives a rating of Qualified for each of the Project Merit Criteria
- Not Recommended
  - Does not meet one or more eligibility requirements, or
  - Receives a rating of Not Qualified for any of the Project Merit Criteria

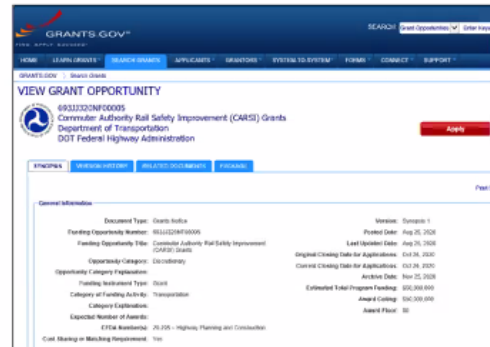
## Review Process

- The application Technical Review Team will produce the overall project rating and an evaluation of responsiveness to DOT Statutory Selection Priorities (Community Program), Additional Considerations, and DOT Priority Considerations
- A FHWA Senior Review Team will identify which projects to advance to the FHWA Administrator
- The FHWA Administrator will determine which projects to advance to the Secretary
- The Secretary makes final project selections

## Application Submission Process

- Applicants must submit their applications via [www.grants.gov](http://www.grants.gov) under the Notice of Funding Opportunity Number: 693JJ323NF00004
- Applications are due by May 30, 2023 by 11:59 PM (Eastern Time) through [www.grants.gov](http://www.grants.gov)

A registered Grants.gov account is required. Obtaining an account can involve multiple steps and numerous days. Please see the NOFO and Grants.gov website for detailed instructions, training videos, an online user guide, and a help desk.



- All questions regarding Grants.gov should be directed to the Grants.gov help desk, not the Department of Transportation
- All interested parties should click “subscribe” on the CFI opportunity on Grants.gov to receive automatic email updates

## Questions

- Please submit questions in writing via email to [CFIgrants@dot.gov](mailto:CFIgrants@dot.gov)