

Charging and Fueling Infrastructure (CFI) Grant Program



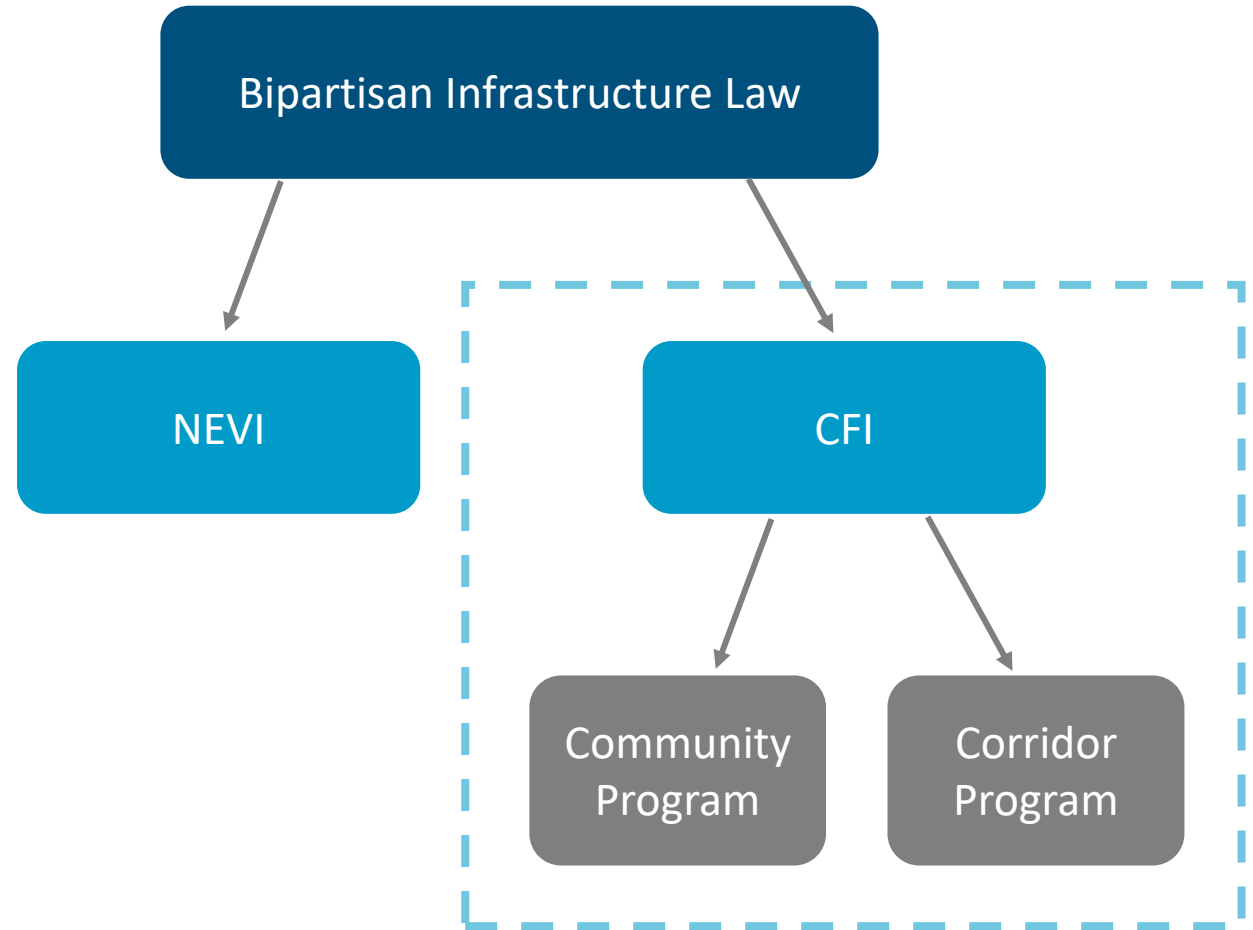
Electrification
Coalition

Charging and Fueling Infrastructure Grant (CFI)

The Other Side of the BIL

On March 14, The DOT released the Notice of Funding Opportunity for the Charging and Fueling Infrastructure Grant, detailing the breakdown of the remaining **\$2.5 Billion in funding** from the BIL.

- This funding is discretionary
- Divided between community and additional corridor deployment projects
- The standards can be found on [grants.gov](https://www.grants.gov) or the DOT's website



Funding Allocation Timeline

- The \$2.5 Billion will be awarded over the span of five years (Until FY26)
- FY22-23: \$700 Million
 - **Community program:** \$350 for community charging-to deploy electric vehicle (EV) charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure located on public roads or in other publicly accessible locations
 - Minimum anticipated award: \$500,000
 - Maximum award of \$15M
 - **Corridor program:** \$350 million for AFCs
 - Minimum anticipated award: \$1M
 - No maximum
- Applications are due **May 30, 2023**

Goals of CFI

- Supplement, not supplant, necessary private sector investment
- Complement existing Federal programs
- Facilitate broad public access to a national charging and alternative fuel 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.



Designated Electric Vehicle Alternative Fuel Corridors, Rounds 1-6



Eligible Applicants

Eligible Applicants	Community Program	Corridor Program
A State or political subdivision of a State	Yes	Yes
A metropolitan planning organization	Yes	Yes
A unit of local government	Yes	Yes
A special purpose district or public authority with a transportation function, including a port authority	Yes	Yes
An Indian Tribe	Yes	Yes
A territory of the United States	Yes	Yes
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	Yes	Yes
A group of entities as listed above	Yes	Yes

Corridor vs. Community

Grant Element	Corridor Program	Community Program
Private Entity Partnership	Required	Optional
Eligible Projects	<ul style="list-style-type: none"> •Publicly accessible EVSE located along an Alternative Fuel Corridor (AFC) 	<ul style="list-style-type: none"> •Publicly accessible EVSE. •May be located on any public road or in other publicly accessible locations.
Eligible Costs <i>Note: All projects require 20% local match</i>	<ul style="list-style-type: none"> •Contracting with private entity for acquisition and installation of eligible infrastructure. •Providing private entity with operating assistance for the first 5 years of operations after installation of EVSE. •Acquisition and installation/operation of traffic control devices in right-of-way, providing directional information to EVSE. 	<ul style="list-style-type: none"> •Related construction or reconstruction (Make ready, landscaping, etc.) •Acquisition of real property •Planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. •Contracting with a private entity for acquisition, construction, installation, five-year maintenance, and operation of EVSE. •Educational and Community Engagement activities to develop and implement education programs to support use of EVs and charging infrastructure. (up to 5% of total grant amount)
Project Location	<p><i>As close as possible to an Alternative Fuel Corridor (AFC), no greater than one mile from Interstate exits or highway intersections along designated corridors.</i></p>	<p>Projects may be located on any public road or in other publicly accessible locations, such as:</p> <ul style="list-style-type: none"> •parking facilities •parks •publicly accessible facilities owned/managed by a private entity
Other Project Considerations	<p>Applicants are encouraged to identify specific categories of application, including:</p> <ul style="list-style-type: none"> *Demonstrate Build-Out of AFCs *Zero Emission Corridors for Medium- and Heavy-Duty Vehicles *Resiliency (and intermittent power mitigation) 	<p>Applicants are encouraged to identify specific categories of application, including:</p> <ul style="list-style-type: none"> •Multi-Modal Hubs and Shared-Use Fleets and Services •Urban/Suburban Area Charging •Rural Area Charging •Fleet Vehicles Operating in Communities •Consumer Education and Community Engagement Activities focused on education around vehicles and infrastructure.

Review & Selection Process

All projects are scored as "Highly Qualified", "Qualified", or "Not Qualified" in each priority area. DOT will prioritize Highly Recommended projects that demonstrate exceptional benefits to Criteria 3, 4, or 5.

- **Safety**
 - Must address how the project will not negatively impact the overall safety of the traveling public and how safety is promoted throughout the design.
- **Climate Change and Sustainability**
 - The application must address how GHG emissions are reduced by the project, how material lifecycle emissions are offset and how adverse environmental impacts are avoided, including consideration of the Federal Flood Risk Mitigation Standard.
- **Equity, Community Engagement, and Justice40**
 - Use Justice 40 EV Charging Map to conduct an equity analysis, aiming to identify the specific needs of underserved communities in each project area and remove transportation-related disparities and emission health impacts.
 - Applicants must focus at least 40% of project benefits toward low-income, disadvantaged, or underserved communities.
 - Applicants can also organize community engagement for up to 5% of project costs to inform community members unfamiliar with the technology and environmental and personal health benefits associated with electrification.

Review & Selection Process (cont.)

- **Workforce Development, Job Quality and Wealth Creation**
 - Applicants should address the relevant job opportunities that coincide with their project implementation and planning.
 - Jobs should be well-paying, with; free and fair choice to join a union, project labor agreements, apprenticeships, and high-quality workforce development programs.
 - Job recruiting should focus on women, people of color, and others that are underrepresented in infrastructure jobs.
 - project sourcing should seek to promote local inclusive economic development (Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.)
- **CFI Program Vision**
 - Projects must equitably expand the deployment of public EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure in publicly accessible locations for use by the community, and must demonstrate that the application addresses one of the focus areas listed in the seven columns above.

Statutory Selection Priority and Additional Considerations: Community

- Priority for projects that expand access to EV charging infrastructure within **rural areas and low- and moderate-income neighborhoods**
 - Or communities with a low ratio of private parking spaces to households, or a high ratio of multiunit dwellings to single family homes
- Focus on the extent to which the project contributes to **geographic diversity among eligible entities**
 - Achieving a balance between urban and rural communities
- Focus on the extent to which project **meets current or anticipated market demands** for charging and fueling infrastructure
 - Future-proofing technology

Additional Considerations: Corridor

- **Focus on the expansion of Alternative Fuel Corridors**
 - Expand existing (or pending) AFCs and fill “charging gaps”
 - Reducing congestion at charging stations in high-traffic locations
 - Meet current and anticipated market demands
- **Zero-Emission Corridors for Medium- and Heavy- Duty Vehicles**
 - Infrastructure connecting distribution hubs and population centers
 - Connect national freight corridors with local delivery fleets
 - Must include explicit fleet commitments to utilize the infrastructure
- **Resiliency and Reliability**
 - Especially, but not limited to, technology for assisting during:
 - Sustained power outages
 - Disruptive and severe weather
 - H events that can strain the electric grid

Key Priorities for Competitive Application

- **Tell Your Story** – Focus not just on the location of chargers, but how they will serve and be used by the community.
- **Partnering and Scalability** – Consider what public, private, and non-profit partners can be involved in the application and approach. FHWA is genuinely interested on larger, regional approach rather than individual City application.
- **Be Clear on Timelines and Implementation Plans** – Applicants may need to secure private charging entities, site locations, or other project-specific details *after* the grant application is awarded. Be clear on these timelines.
- **Leverage Community Engagement and Educational Engagement Opportunities** – up to 5% of funding for Community Program projects can be directed to EV and charging educational programming. EC can partner with applicants to deliver scalable, impactful programming to bolster education and awareness.



Thank You!

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