

Charging and Fueling Infrastructure Discretionary Grant Program

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U.S. Department of Transportation
Federal Highway Administration

Background Road Photo (Source: FHWA)

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Background Road Photo (Source: FHWA)

Today's Webinar

- Welcome
- Charging and Fueling Infrastructure (CFI) Program Overview
- Available Funding & Program Eligibility
- Application Overview
- Selection, Review and Submission Process



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CFI Program Overview

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CFI Program Overview

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- 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)

Eligible Infrastructure for the CFI Grant Program

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EV Charging and Other Alternative Fueling Infrastructure

- Electric Vehicle (EV) Charging
- Hydrogen Fueling
- Natural Gas Fueling
  - Compressed Natural Gas
  - Liquified 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).

Program Goals

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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

Community Grant Program

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Community Program grants are expected to reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure.



Community EV Charging (Source: Erik Nelsen / ICF) - *Top*



Metropolitan Utilities District (MUD) Public CNG Station Omaha, NE (Source: MUD) - *Left*

Corridor Grant Program

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Corridor Program grants are expected to support buildout of charging or other alternative fueling infrastructure along designated AFCs.

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.*



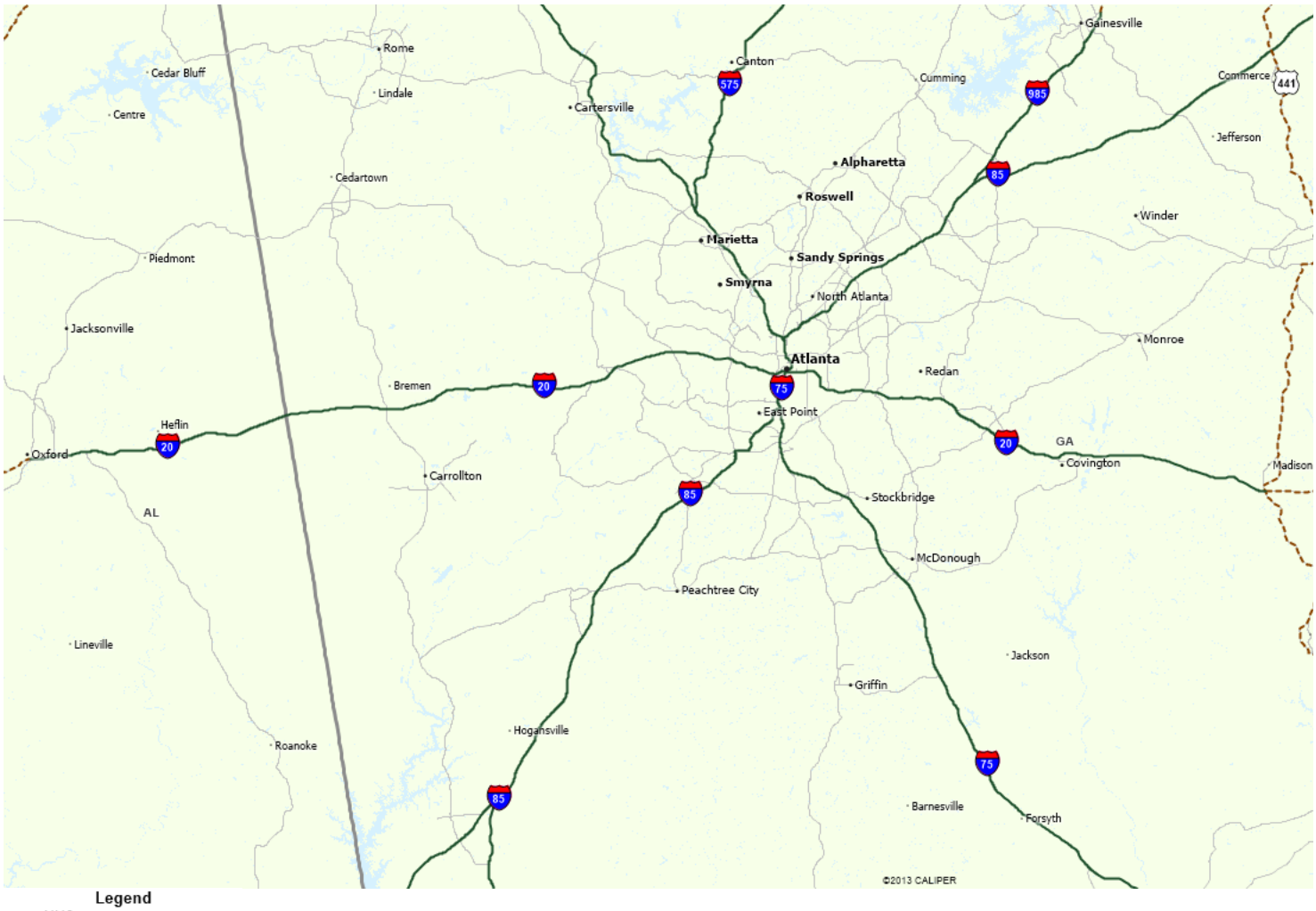
EV Alternative Fuel Corridor Designations, Rounds 1-6 (Source: FHWA) - *top*

* 23 U.S.C. § 151



Alternative Fuels Corridor Identification Signage (Source: FHWA) - *left*
https://mutcd.fhwa.dot.gov/resources/policy/signing_alt_fuel_corridors/index.htm

Highway Information - Electric Vehicle (EV-Round 1,2,3,4,5 and 6)



Legend

NHS

Alternative Fuel Corridors

EV - Corridor Ready

EV - Corridor Pending

0 5 10 15

Miles



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Available Funding & Program Eligibility

Background Road Photo (Source: FHWA)

Award Size

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- 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

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- 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
- 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)

Eligible Applicants

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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: Eligible Projects*

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- 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.**

* 23 U.S.C. § 151 (f)(8)(D)
** 23 U.S.C. § 151(f)(8)(E)

Community Program: Eligible Project Costs* (continued on next slide)

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- 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.

* 23 U.S.C. § 151 (f)(8)(D)

Community Program: Eligible Project Costs

U.S. Department of Transportation
Federal Highway Administration

- **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). **

* 23 U.S.C. § 151 (f)(8)(H)
** 23 U.S.C. § 151 (f)(8)(K)

Corridor Program: Eligible Projects* (continued on next slide)

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- 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.

* 23 U.S.C. § 151 (f)(6)

Corridor Program: Eligible Projects

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- 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*

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- **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.

* 23 U.S.C. § 151 (f)(6) (A)-(D)
** 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

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- 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 is available at: https://www.fhwa.dot.gov/environment/nevi/resources/

* https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements



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Application Overview

Background Road Photo (Source: FHWA)

Content and Form of Application Community and Corridor Programs

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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.

Community Program Application
Project Narrative

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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
Additional Project Narrative

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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

Corridor Program
Project Narrative

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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

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The FHWA is interested in corridor 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

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1. **Safety**
2. **Climate Change, Resilience, and Sustainability**
3. **Equity, Community Engagement, and Justice40**
4. **Workforce Development, Job Quality, and Wealth Creation**
5. **CFI Program Vision**

* The Justice40 Initiative is the Administration's whole-of-government approach to advancing environmental justice though recommendations on how certain Federal investments might be made toward a goal that 40 percent of the overall benefits of investments flow to disadvantaged communities.

Community Program Only: Statutory Selection Priorities

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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††

* 23 U.S.C. § 151(f)(8)(F)(i)
† 23 U.S.C. § 151(f)(8)(F)(ii)
† † 23 U.S.C. § 151(f)(8)(F)(iii)

Community Program: Additional Considerations

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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. †

* 23 U.S.C. § 151(f)(8)(G)(i)
† 23 U.S.C. § 151(f)(8)(G)(ii))

Corridor Program: Additional Considerations (continued on next slide)

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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;†

* 23 U.S.C. § 151(f)(5)(A)(i)(I) and (II) (aa) and (bb)
† 23 U.S.C. § 151(f)(5)(A)(ii); 23 U.S.C. § 151(f)(5)(A)(iv)

Corridor Program: Additional Considerations (continued on next slide)

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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.††

* 23 U.S.C. § 151(f)(5)(A)(iii)
† 23 U.S.C. § 151(f)(5)(A)(vi)
† † 23 U.S.C. § 151(f)(5)(B)

Corridor Program: Additional Considerations

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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 available 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.†

* 23 U.S.C. § 151(f)(5)(C)(i) and (ii)
† 23 U.S.C. § 151(f)(5)(D)(i) and (ii)

DOT Priority Considerations

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- 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

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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://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a
- EV Charging Justice40 Map (Argonne National Laboratory)
  https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations



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Selection, Review and Submission Process

Background Road Photo (Source: FHWA)

Selection Criteria

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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

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- 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

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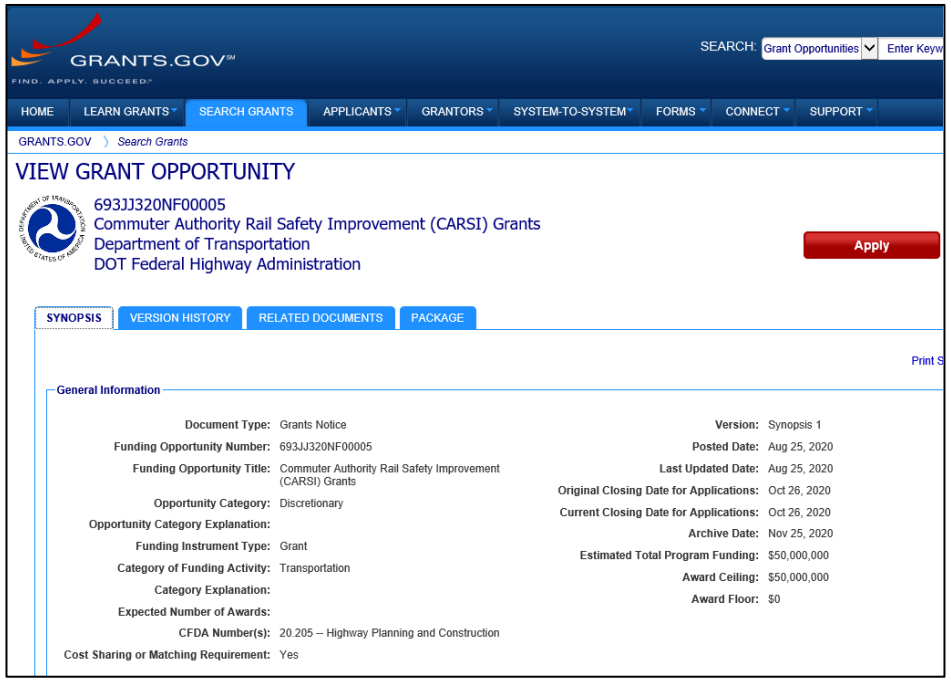
- The application Technical Review Team will produce the overall project rating and an evaluation of responsiveness to DOT Statutory Selection Priorities (Community Program), Additional Considerations, and DOT Priority Considerations
- A FHWA Senior Review Team will identify which projects to advance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

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- Applicants must submit their applications via 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

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.



Questions

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- Please submit questions in writing by submitting questions to the CFI email inbox at:

CFIgrants@dot.gov



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Thank You for Attending

Please direct all inquiries to:

CFIgrants@dot.gov

Background Road Photo (Source: FHWA)