



### USDOT Grants Opportunity

## Charging and Fueling Infrastructure Discretionary Grant Program - Round 2

The Charging and Fueling Infrastructure (CFI) Discretionary Grant Program is a competitive opportunity authorized under the Bipartisan Infrastructure Law. For Round 2 applications, the program will award grants totaling up to **\$800 million** and is divided into two separate grant categories (1) Community Charging and Fueling Program Grants (*Community Program*) and (2) Alternative Fuel Corridor Grants (*Corridor Program*). Applicants are encouraged to submit separate applications to pursue both funding categories.

#### The goals of the CFI Program are to:

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

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. Please see the [NOFO](#) for more details.

#### Reconsideration of Round 1 CFI Program Applications

In addition to the funds available under Round 2, a total of \$521.2 million in FY23 and FY24 funds are available to support applications previously submitted under the FY22 and FY23 Round 1 CFI Program NOFO. Unsuccessful Round 1 applicants must contact FHWA to request reconsideration of previous applications by July 1, 2024. Any Round 1 applicants wishing to submit a revised proposal must submit a complete application under Round 2.

June 10, 2024



### APPLICATION DEADLINE:

Wednesday  
Aug. 28, 2024  
11:59 PM EDT

### Grant Program Summaries:



## Eligible Projects

[The Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#) is comprised of two separate programs, each with its own focus areas. The focus areas for each program are described below.

### Community Program

#### Multi-Modal Hubs and Shared-Use Fleets and Services:

Seek to connect or promote rental vehicle, taxi, carshare, ride-share, ride-hail, bicycle, micromobility, microtransit, and other electrified or alternative fuel multi-passenger or active mobility options that provide alternatives to individual vehicle ownership. Projects may also seek to connect national freight corridors with local delivery providers and fleets, such as urban depot charging for light- and medium-duty vehicles.

#### Neighborhood and Multi-Family Charging:

Provide convenient, affordable access to charging infrastructure in public or shared private locations within walking distance of where future EV owners live, potentially including multi-family properties and curbside installations in urban neighborhoods.

#### Multi-Purpose Workplace and Destination Charging:

Destination charging in locations where vehicles are likely to be parked for an extended period of time and often allows for lower-power, low-cost charging.

#### Community Fleets and Freight:

Enable local medium- and heavy-duty electrification and alternative fuel use for Class 3 through Class 8 Vehicle fleets for use cases including, but not limited to municipal services, first-mile/last-mile, and hybrid deployments that combine dedicated infrastructure for medium- and heavy-duty vehicles with co-deployed charging for light-duty passenger vehicles. The deployment of these projects should align with Phases 1, 2, or 3 of the National Zero Emission Freight (ZEF) Corridor Strategy.

#### Community Program Eligibility

- 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.
- **Must** be publicly accessible.
- **May** use funds to contract with a private entity.
- Minimum award amount of \$500,000, maximum award amount of \$15 million.
- **Must** demonstrate benefits will flow to Justice40 communities.
- Expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible infrastructure
- **Must** be accessible to and useable by individuals with disabilities.



## Corridor Program

### Demonstrate Build-Out of Alternative Fuel Corridors (AFCs):

Expand deployment of public DC fast charge (DCFC) EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure along designated AFCs. Infrastructure projects of interest can expand existing or add new charging and fueling infrastructure for light-duty, medium-duty, and heavy-duty vehicles.

### Zero Emission Corridors for Medium- and Heavy-Duty Vehicles:

The EV charging and hydrogen fueling infrastructure that will enable zero emission movement of goods, connecting distribution hubs and population centers. Projects may also seek to connect national freight corridors with local delivery providers and fleets, such as urban depot charging for light- and medium-duty vehicles. Projects may also leverage other funding for alternative fuel infrastructure at ports or depots along corridors. The deployment of these projects should align with Phases 1 or 2 of the National Zero Emission Freight (ZEF) Corridor Strategy.

### Long Dwell Time Locations Along AFCs:

Charging and fueling infrastructure in locations where vehicles are parked for extended period of time can enhance driver convenience and, in some cases, significantly reduce costs. In the case of EV charging, long dwell time locations can meet driver demands and reduce the potential electric

demand of EVs through lower power charging. Many long dwell time locations, such as small downtowns, hotels/ motels, park and ride facilities, parks, and campgrounds are located along corridors and can facilitate convenient, affordable travel.

### Corridor Program Eligibility (up to \$350 million available)

- Located in both urban and rural areas along designated Alternative Fuel Corridors (AFC); EV charging to be conveniently and safely located as close to the AFC as possible and, in general, no greater than 5 miles from Interstate exits or highway intersections along designated corridors.
- **Must** be publicly accessible.
- Minimum award amount of \$1 million, no maximum award amount.
- **Must** use funds to contract with a private entity.
- **Must** address environmental justice.
- **Must** be accessible to and usable by individuals with disabilities.
- Located along a designated AFC; EV charging and other alternative fuels within 5 miles of the AFC.
- **Must** demonstrate benefits will flow to Justice40 communities.

Eligible Applicants	Community Program	Corridor Program	NEVI 10 (Community or Corridor)
A State or political subdivision of a State	X	X	X
A metropolitan planning organization	X	X	
A unit of local government	X	X	X
A special purpose district or public authority with a transportation function, including a port authority	X	X	
An Indian Tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. § 5304))	X	X	
A territory of the United States	X	X	
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	X	X	
A group of entities as listed above	X	X	
A State or local authority with ownership of publicly accessible transportation facilities	X		X



## Federal Award Information

For Round 2, total amount of funding available is \$800 million. For the Community Program, the minimum award size is \$500,000 and the maximum award amount is \$15 million. The Corridor Program has a minimum award size of \$1 million but there is no maximum award size.

To the extent possible, all applications will be considered for both the Community and Corridor programs.

## Merit Criteria

USDOT has designated five project criteria which will be used to evaluate and rate the merit of an application, as follows (rating “high qualified”, “qualified”, “not qualified”):

- **Safety:** Provide positive safety benefits for all users, no negative impact, and promote safety through design
- **Climate Change, Resilience, and Sustainability:** Consider climate change, resilience, and environmental justice in the planning stage and in project delivery. Encouraged to use the DOT Navigator Climate checklist in responding to this criteria. In particular, the extent to which the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, advances objectives in the National Climate Resilience Framework, and reduces the lifecycle greenhouse gas emissions from the project materials. Also, the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, endangered species, and resiliency to natural disasters, with a focus on prevention, response, and recovery.
- **Equity, Community Engagement, and Justice40:** Include an equity analysis to assess whether a project will create proportional impacts and remove transportation related disparities, include meaningful public engagement, increase affordable transportation, enable all people within the multimodal transportation networks to reach desired destination, address unique challenges in rural and Tribal communities, and incorporate land use,

## Cost Sharing or Matching

Cost sharing or matching is required, with a maximum Federal share of 80% of the total cost of the project. Awardees must provide at least 20% of the total project cost as a matching share.

economic development, and transportation planning. To be highly qualified, applicants should demonstrate that 40 percent of funds received will benefit disadvantaged communities using the CEJST.

- **Workforce Development, Job Quality, and Wealth Creation:** Create good-paying jobs with a free and fair choice to join a union, promote investments in high-quality workforce development programs, adopt local and economic hiring preferences for the project workforce or include other changes to hiring policies and workplace cultures to promote the entry and retention of underrepresented populations, and promote local inclusive economic development and entrepreneurship
- **CFI Program Vision:** Describe how the project will fulfill the CFI Program Vision by expanding the deployment of EV charging and alternative fuels through community-based infrastructure in the Community Program and Alternative Fueling Corridor Networks in the Corridor Program

A “Highly Recommended” project is one that meets all statutory eligibility criteria, receives a rating of Highly Qualified in at least 3 of 5 Project Merit Criterion, and receives at least a rating of Qualified for each of the Project Merit Criteria.

## Application Instructions

There is a 25 page limit for the application package and the USDOT expects it to include the following:

### Standard Forms

- Standard Forms
- Project Abstract Summary
- Attachments

### Application Narrative

- Project Narrative
- Budget Information
- Project Merit Criteria
- Project Readiness and Environmental Risk

**Applications are due August 28, 2024, by 11:59 PM Eastern on [Grants.gov](https://www.grants.gov). If you need any assistance, please submit questions to: [CFIgrants@dot.gov](mailto:CFIgrants@dot.gov).**

#### Justice40

The Justice40 Initiative sets the goal that 40% of the overall benefits of climate change and other Federal investments flow to disadvantaged communities that have been marginalized by underinvestment and overburdened by pollution. FHWA recognizes disadvantaged communities as the census tracts identified as disadvantaged by the Climate and Economic Justice Screening Tool ([CEJST](https://www.fhwa.dot.gov/cejst/)).



**Your Infrastructure Finance, Electrified Mobility and grant writing professionals stand by ready to support project sponsors applying for funding from the Charging and Fueling Infrastructure Discretionary Grant Program.**

**If you need any assistance or have questions, please contact:**

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