



USDOT Grants Opportunity -

Charging and Fueling Infrastructure Discretionary Grant Program

The Charging and Fueling Infrastructure (CFI) Discretionary Grant Program is a competitive opportunity authorized under the Bipartisan Infrastructure Law. The program will award grants totaling up to **\$700 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*). Grant applications will be considered for both Community and Corridor programs through one submission

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.

Justice40

Although not required, applicants are encouraged to use DOT's [Transportation Disadvantaged Census Tracts tool](#) or equivalent tools in their assessment. Projects should demonstrate, to the extent possible, that outcome should target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.



APPLICATION DEADLINE:

All applications are to be received no later than:

**May 30, 2023
11:59 p.m. EDT**

March 30, 2022



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.

Urban/Suburban Area Charging and Fueling Solutions:

Provide convenient, affordable access to charging and alternative fuel infrastructure in applications such as multi-unit dwellings and homes without driveways or garages. Projects should seek to advance lower cost and highest return charging solutions with light construction when possible (e.g., pole-based charging). Intersectional charging/mobility hubs that serve both inner-ring suburban and urban needs are also of interest.

Rural Area Charging and Fueling Solutions:

Support multi-purpose use including single occupancy vehicles, medium-duty vehicles and fleets, shared vehicles, and taxi or other service vehicles in the community. Rural areas can present unique challenges and opportunities to provide transportation solutions. Projects should identify and address unique rural challenges and provide affordable solutions for vehicle charging or fueling infrastructure.

Fleet Vehicles that Serve and Operate in Communities:

Enable local medium- and heavy-duty electrification and alternative fuel use for the following vehicle types: (1) Class 3, 4, 5 vans & step vans, class 6 box trucks, class 8 terminal tractors class regional haul tractors; (2) Municipal vehicles (e.g., shuttles, school buses, street sweepers, refuse, pickup trucks and vans); (3) Delivery trucks; or (4) Long haul vehicles.

Community Program Eligibility

(up to \$350 million available)

- 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** address environmental justice.
- 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.

Resiliency:

Promote reliability and resiliency to intermittent or sustained power outages, disruptive and increasingly severe weather

(snowstorms, fire, hurricanes, etc.), high-demand events that can strain the electric grid, or otherwise provide charging services in emergency situations. Projects should accommodate the safe movement of vehicles during these extreme weather events or power outages. These solutions may require complementary technologies (e.g., on-site battery storage, distributed energy resources, microgrids, bi-directional power).

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

- Located along a designated Alternative Fuel Corridor (AFC); EV charging within 1 mile and other alternative fuels within 5 miles of the AFC.
- **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.

Eligible Applicants

- States or political subdivision of a state
- Metropolitan Planning Organizations (MPO)
- Units of local government
- Special purpose districts or public authorities with a transportation function
- Tribes
- Territories of the United States
- Authorities, agencies, or instrumentalities of, or entities owned by, one or more entities as listed above
- Groups of entities as listed above
- States or local authorities with ownership of publicly accessible transportation facilities (*not eligible for Corridor Program grants*)





Federal Award Information

The total amount of funding available is \$700 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.

While applicants can choose to apply for only one grant program, this combined solicitation allows applicants to simultaneously apply for funding under both programs by

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

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 percent of the total project cost as a matching share.

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:** Reduce greenhouse gas emissions, evidence-based climate resilience measures, consider climate change resilience and environmental justice, address environmental impacts to air or water quality, wetlands, and endangered species
- **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, economic development, and transportation planning
- **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, utilize hiring policies, 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 not a specified page limit for the application package, but the USDOT expects it to include the following mandatory and optional forms (*documents should be submitted in PDF unless otherwise specified*):

Mandatory

- Application for Federal Assistance (SF-424)
- Project Abstract Summary
- Attachments
- Grants.gov Lobbying Form

Optional

- Budget Information for Non-Construction Programs (SF-424A)
- Assurances for Non-Construction Programs (SF-424B)
- Budget Information for Construction Programs (SF-424C)
- Assurances for Construction Programs (SF-424D)
- Key Contacts

Mandatory Attachments must include:

- Project Narrative
- Budget Information

Applications are due May 30, 2023, by 11:59 PM Eastern on [Grants.gov](https://www.grants.gov). If you need any assistance, please submit questions to: CFIgrants@dot.gov.



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:

Nathan Macek | nathan.macek@hdrinc.com | Kathryn Roos | kathryn.roos@hdrinc.com | Rob Mowat | robert.mowat@hdrinc.com

hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

© HDR, all rights reserved.

