

GRANT ALERT

March 15, 2023

Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI Program)

DEADLINE

Tuesday, May 30, 2023, 11:59 p.m. EST

(Applicants must complete the Grants.gov registration process before submitting the final application; the process usually takes 2-4 weeks to complete.)

PROGRAM NAME & LINK

[Charging and Fueling Infrastructure Discretionary Grant Opportunity | US Department of Transportation](#)

DESCRIPTION

This discretionary grant program was authorized under the Bipartisan Infrastructure Law (BIL) to provide alternative fuels infrastructure grants to eligible entities through two separate grant categories:

1. **Community Charging and Fueling Program Grants (Community Program)** - grants to strategically 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.
2. **Alternative Fuel Corridor Grants (Corridor Program)** - to strategically deploy charging and alternative fueling infrastructure located along designated alternative fuel corridors (AFC).

- **What's New this Round?** N/A. This is the first funding round for the Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI Program).

ELIGIBILITY

Applicants

- State government
- Metropolitan Planning Organization
- Territory or Possession of the US
- A unit of local government
- Special purpose district or public authority with a transportation function, including a port authority
- Tribal government
- US Territory
- An authority, agency, or instrumentality of, or an entity owned by, one or more entities as listed above
- Group of entities as listed above
- A State or local authority with ownership of publicly accessible transportation facilities (Community Program Only)

Projects

Community Program

Community Program

- Grants may be awarded to any project that is expected to reduce greenhouse gas emissions and to expand or fill gaps in access to eligible infrastructure.
 - Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure. Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles.
 - 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

Corridor Program

Corridor Program

- Grants must be awarded to projects that will contract with a private entity for acquisition and installation, or operation, of eligible infrastructure.
 - Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle. Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles.
 - Projects must be located along an alternative fuel corridor designated under this section, on the condition that any affected Indian tribes are consulted before the designation.
 - 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.
 - Hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas 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.

FUNDING

General

- \$2.5 billion available for FY 2022-2026
- \$700 million available for FY 2022 & 2023
 - Community Charging and Fueling Program Grants
 - \$150 million available FY 2022
 - \$200 million available FY 2023
 - Minimum award amount of \$500,000, Maximum award amount of \$15 million
 - Alternative Fuel Corridor Grants
 - \$150 million available FY 2022
 - \$200 million available FY 2023

Cost-Sharing

- The CFI Program grant maximum Federal share is 80 percent of the total cost of the project. Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching share in non-federal funds.

- Minimum award amount of \$1 million, no Maximum award amount.

APPLICATION & SELECTION CRITERIA

The FHWA is interested in community charging and fueling deployment projects in several focus areas (more than one area may be identified):

- 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

The FHWA is interested in corridor charging and fueling deployment projects in several focus areas (more than one area may be identified):

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

The USDOT has designated five project criteria which will be used to evaluate and rate the merit of an application:

- Safety
- Climate change, resilience, and sustainability
- Equity, community engagement, and Justice40
- Workforce development, job quality, and wealth creation
- CFI Program Vision

PROJECT TIMEFRAME

All awards of FY 2022 funding are available for obligation through September 30, 2025, and must be expended by September 30, 2030. All awards of FY 2023 funding are available for obligation through September 30, 2026, and must be expended by September 30, 2031.

SELECTION PRIORITIES

Secretarial Statutory Selection Priorities (Community Program Only):

- Priority goes to projects that expand access to EV vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within rural areas.
- Priority goes to projects that expand access to EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within low- and moderate-income neighborhoods.
- Priority goes to projects that expand access to EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within 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.

USDOT Priority Considerations (Both Programs):

- After completing the merit review, 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.

PENNDOT ROLE

PennDOT Emphasis

PennDOT, as described in the PA NEVI State Plan and the PA EV Mobility Plan ([PA NEVI State Plan](#), [EV Mobility Plan](#)), seek to strategically deploy electric vehicle charging and alternative fueling stations throughout Pennsylvania to create an interconnected EV and alternative fuels network. PennDOT has identified, through the AFC Network nomination process rounds, 1,800 miles of alternative fuels corridors and seeks to complete the build-out of the corridors. Through the CFI Program, Pennsylvania has the opportunity to not only build out the PennDOT selected AFC corridors, but to also build out the local EV charging network strategically. Providing strategically placed publicly accessible EV charging locations throughout the Commonwealth is key to completing the EV charging network build out and creating confidence in EV's for the motoring public.

PennDOT Support

Electric Vehicle Resource Account:
RA-PDEVCORRIDORS@pa.gov

PennDOT will consider providing support for regional grant proposals as applicable. PennDOT support may include offering data and subject matter expertise as available.

PennDOT recognizes the potential this program has to significantly help communities and individuals and will consider how the Department might assist or collaborate with applicants to advance and strengthen competitive proposals. PennDOT will also collaborate with other state agencies where there may be an interest in this program.

The deadline for requesting PennDOT support is two weeks prior to the application deadline – May 16, 2023.