

Charging and Fueling Infrastructure (CFI) Program Summary

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>

Summary by Tyler Herrmann, Project Manager of Louisiana Clean Fuels. This is intended to be a thorough summary and reference document for the program, but it may be incomplete and is not intended to replace the official program documents. Please refer to the official documents for any final decision-making. If you have any comments or see any errors, please feel free to contact Tyler at tyler@louisianacleanfuels.org.

- **Application Due Date: 11:59 PM EST on May 30, 2023 (p. 7)**
- **Contact email: CFIgrants@dot.gov (p. 7)**
- **Application process information starts at page 23**
- \$700 million total funding in this round (FY 2022 and FY 2023) (p. 1)
 - \$350 million – Community Charging and Fueling Program
 - \$350 million – Alternative Fueling Corridor Program
 - Funding must be obligated by 2025 and expended by 2030 (in total)
 - Subsequent Years:
 - FY 2024 - \$500 million
 - FY 2025 - \$600 million
 - FY 2026 - \$700 million
- Combined solicitation (p. 2)
 - A single application will apply to both programs, and applications will be considered for funding under both programs simultaneously
 - Applicants may be awarded under both programs
 - **TOTAL AWARD CANNOT EXCEED 80% OF PROJECT COST**
- **Electric Vehicle Infrastructure is required to comply fully with “applicable” sections of the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680) (p. 4)**
- Programmatic Priorities (p. 14-16):
 - Safe and efficient transportation
 - Program should align with the National Roadway Safety Strategy (NRSS)
 - Climate Change and Sustainability:
 - Reduce greenhouse gas emissions
 - Avoid adverse environmental impacts to air or water quality, wetlands, and endangered species
 - Reduce the negative environmental impacts of transportation on disadvantaged communities
 - Equity and Justice40:
 - <https://www.transportation.gov/equity-Justice40>
 - Workforce Development, Job Quality, and Wealth Creation
 - Accessibility:
 - ADA Compliance
- **Project Merit Criteria (p. 41-49):**
 - Safety – mitigate any safety risks associated with the project
 - Climate change, resilience, and sustainability

- In particular, projects must address how they will reduce greenhouse gas emissions, incorporate evidence-based climate resilience measures and features, and reduce lifecycle greenhouse gas emissions from project materials
 - Impacts on air and water quality, wetlands, and endangered species, as well as disproportionate impacts on disadvantaged communities must be addressed
 - Equity, Community Engagement, and Justice40
 - Workforce Development, Job Quality, and Wealth Creation
 - Address how the utilization of Disadvantaged Business Enterprises (DBEs) will be prioritized
 - Charging and Fueling Infrastructure Program Vision
 - How is the program vision met through the project
- Cost Sharing or Matching (p. 19-20)(23 U.S.C. § 151(f)(10)):
 - **The federal share of any funded project cannot exceed 80% of the total project cost.**
 - Additional cost share information can be found at 2 CFR 200.306
 - **The DOT will not consider previously incurred costs, previously expended, or encumbered funds towards the matching requirement.**
- Pre- Charging and Fueling Infrastructure Grant award costs will not be reimbursed, and funds cannot be used to support or oppose union organizing (p. 37)
- **Community Grants:**
 - Basics – Page 6:
 - 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 usable by individuals with disabilities.
 - Eligible locations (p. 12) (23 U.S.C. § 151(f)(8)(F)):
 - Public roads
 - Publicly accessible locations such as:
 - Public roads
 - Parking facilities at public buildings
 - Public schools
 - Public parks
 - Publicly accessible parking facilities owned or managed by a private entity
 - Eligible Entities (p. 18-19)(23 U.S.C. § 151(f)(8)(C)):
 - 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
 - Federally Funded Research and Development Centers, including the National Renewable Energy Laboratory, are ineligible to be contracted as a private entity under this grant program (p. 38 footnote)
 - Fueling Infrastructure Eligible (p. 20-21):
 - Electric Vehicle Charging Infrastructure
 - Hydrogen Fuel Cell Vehicle Fueling Infrastructure
 - Propane Vehicle Fueling Infrastructure
 - Limited to medium- and heavy-duty vehicles
 - Natural Gas Vehicle Fueling Infrastructure
 - Eligible Project Costs (p. 21-22):
 - Acquisition and installation of eligible fueling infrastructure and:
 - Any related construction or reconstruction and the acquisition of real property directly related to the project (23 U.S.C. § 151(f)(8)(D)(ii))
 - 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)(i))
 - Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project (23 U.S.C. § 151(f)(8)(H))
 - 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 5% of the grant amount awarded**) (23 U.S.C. § 151(f)(8)(K))
 - Selection Priorities (p. 50)
 - Expand fueling access in rural areas (23 U.S.C. § 151(f)(8)(F)(i))
 - Expand fueling access in low- and moderate-income neighborhoods (23 U.S.C. § 151(f)(8)(F)(ii))
 - Expand fueling access in areas 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)(iii))
 - **AWARD AMOUNT: \$500,000 - \$15,000,000** (p. 17)(23 U.S.C. § 151(f)(8)(I))
 - “Fees to gain access to the charging or fueling infrastructure funded by this grant are not permitted.” (p. 12)
 - “The Community Program seeks to layer in a “dig once,” future-proofing approach to this substantial investment in charging and alternative fuel infrastructure”. (p. 14)
- **Corridor Grants:**
 - Basics – Page 6:
 - 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 entities will be funded to contract with a private entity for the acquisition and installation of (p. 12) (23 U.S.C. § 151(f)(6)):
 - EV charging infrastructure
 - When possible, no greater than 1 mile from an approved Alternative Fuel Corridor (p. 13)
 - Hydrogen fueling infrastructure
 - No more than 5 miles from an approved Alternative Fuel Corridor (p. 13)
 - Propane fueling infrastructure
 - No more than 5 miles from an approved Alternative Fuel Corridor (p. 13)
 - Natural gas fueling infrastructure
 - No more than 5 miles from an approved Alternative Fuel Corridor (p. 13)
- Eligible Applicants (p. 18-19)(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
- Fueling Infrastructure Eligible (p. 22):
 - Electric Vehicle Charging Infrastructure
 - Hydrogen Fuel Cell Vehicle Fueling Infrastructure
 - Propane Vehicle Fueling Infrastructure
 - Limited to medium- and heavy-duty vehicles
 - Natural Gas Vehicle Fueling Infrastructure
- Eligible Project Costs (p. 23):
 - Contracting with a private entity for the acquisition and installation of eligible infrastructure (23 U.S.C. 151(f)(6)(A))
 - 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 (23 U.S.C. § 151(f)(6)(C)(i))
 - 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 (23 U.S.C. § 151(f)(6)(C)(ii-iii))
 - 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)(D)(ii))

- Program considerations (p. 51-52)
 - How projects would convert corridors from pending to ready
 - How projects would reduce congestion at existing infrastructure
 - How projects would meet current or anticipated demand
 - How projects would support a competitive market and would not significantly impair existing infrastructure providers
 - How projects would accelerate buildout that would be unlikely without federal funding
 - How projects would support medium- and heavy-duty vehicles
 - Geographic diversity
 - Experience of contractors
- The [Argonne National Labs AFLEET CFI Emissions Tool](#) must be used for greenhouse gas analysis (p. 30)(23 U.S.C. § 151(f)(4)(A)(v))
- **AWARD AMOUNT: Minimum \$1,000,000 - NO MAXIMUM (p. 17)**
- All Community and Fueling Infrastructure projects fall under 23 U.S.C. §§ 134 and 135 and must be in the applicable plan and programming documents, such as the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) (p. 35 footnote)
- **Funds under this program are subject to the domestic preference requirement at Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901-70927) (p. 59)**
 - Waivers **may** be available if a recipient is prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.