# **U.S. Department of Transportation’s Federal Highway Administration – Charging and Fueling Infrastructure Discretionary Grant Program**

**What is the CFI Program?**

The Charging and Fueling Infrastructure Discretionary Grant (CFI) Program, administered by the U.S. Department of Transportation’s (DOT) Federal Highway Administration (FHWA), is a new competitive grant program that seeks to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure near people’s homes, places of work, and along designated Alternative Fuel Corridors (AFCs). The CFI program builds upon the FHWA Alternative Fuel Coordinator program and aims to complement the National Electric Vehicle Infrastructure Formula Program.

CFI has two funding categories:

1. Community Charging and Fueling Program Grants (Community Program)
2. Alternative Fuel Corridor Grants (Corridor Program)

**How much funding is available?**

The Bipartisan Infrastructure Law provides $2.5 billion over five years for this program. Across both funding categories, $700 million is available for eligible entities between Fiscal Years 2022 and 2023.

1. Community Program
   1. Minimum anticipated award of $500,000
   2. Maximum award of $15M
   3. $350M available in total (FY22 and FY23)
2. Corridor Program
   1. Minimum anticipated award of $1M
   2. No maximum award size
   3. $350M available in total (FY22 and FY23)

**Who can apply?**

Eligible applicants for this funding include state, local, tribal (federally recognized), and territorial government. For a complete list of eligible entities, see [here](https://www.fhwa.dot.gov/environment/cfi/).

**What are the cost share requirements?**

The Federal share of the cost of a project carried out with CFI Program funds shall not exceed 80% of the total project cost. Awardees must provide at least 20% of the total project cost (not 20% of the Federal share) as a matching share. 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. Under the CFI Program, a “private entity” means a corporation, partnership, company, or nonprofit organization.

**Program Elements and Project Eligibility:**

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| --- | --- | --- | --- |
|  | Both programs | Community Program | Corridor Program |
| Type of Infrastructure | * Acquisition and installation of EV charging and hydrogen, propane, and natural gas fueling infrastructure. |  |  |
| Location of Infrastructure | * Must be publicly accessible. | * Must be located along any public road or in publicly accessible location, including public parking facilities, public schools, and public parks. | * EV charging infrastructure must be located within 1 mile of interstate exits or highway intersections along an AFC. * Alternative fuel infrastructure must be located within 5 miles of interstate exits or highway intersections along an AFC. |
| Vehicle Type Allowed | * Light-duty passenger vehicles and medium/heavy-duty vehicles for EV charging and hydrogen and natural gas fueling infrastructure. * Propane fueling infrastructure is limited to medium/heavy-duty vehicles only. |  |  |
| Contracting with a Private Entity on Acquisition and Installation |  | * Optional   If contracting with a private entity, fees to gain access to the charging of fueling infrastructure are not permitted. | * Required (for acquisition and installation of infrastructure) |
| Required Project Elements | * Must address environmental justice. * Must be accessible to and usable by individuals with disabilities. * Scalable projects (that can fully or partially self-support themselves financially) are encouraged. | * Expected to reduce GHG emissions or fill gaps in access to charging or alternative fueling infrastructure. | * Expected to support buildout of charging or alternative fueling infrastructure along designated AFCs. |
| Additional Allowable Project Activities |  | * Construction, re-construction and acquisition of real property related to the project. * Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, etc. * Educational and community engagement activities (may not exceed >5% of the grant amount). | * Providing a private entity with operating assistance for the first 5 years of operation after installation. * Acquisition and installation of traffic control devices located in the right-of-way to direct people to CFI Program-funded infrastructure. |

**What type of grant is this?**

The CFI program is a cost-reimbursement grant, meaning applicants must have the fiscal capacity to incur project costs up front and then request reimbursement. Pre-CFI Program grant award costs (i.e., costs incurred prior to execution of a grant agreement or authorization in Financial Management Information Systems) will not be reimbursed.

**Project Merit Criteria:**

DOT will use the below criteria to evaluate applicants’ proposed projects. The most qualified projects will address the following:

* 1. **Safety**:
     + Create positive safety benefits for all users and introduce no new safety risks.
  2. **Climate Change, Resilience, and Sustainability**:
     + Reduce GHG emissions in the transportation sector, mitigate flooding, and avoid inflicting adverse environmental impacts on communities.
  3. **Equity, Community Engagement, and Justice40: (DOT priority)**
     + Analyze equity using DOT Transportation Disadvantaged Census Tracts or EV Charging Justice40 Map tool.
     + Promote affordable transportation and target rural/disadvantaged communities.
     + Increase land-use productivity.
  4. **Workforce Development, Job Quality, and Wealth Creation: (DOT priority)**
     + Make good-paying, union-friendly jobs available to underrepresented populations.
     + Support workforce development activities, particularly in disadvantaged communities.
     + Ensure local and inclusive economic development and entrepreneurship.
  5. **CFI Program Vision: (DOT priority)**

*Community Program:*

* Support equitable, affordable, and multi-use expansion of public EV charging and alternative fuel infrastructure in popular public locations.
* Connect multi-modal hubs and shared-use fleets.

*Corridor Program:*

* Expand AFCs by adding new charging and fueling infrastructure.
* Enable zero-emission corridors for medium- and heavy-duty vehicles.
* Promote electric reliability and resiliency.