



Charging and Fueling Infrastructure Discretionary Grant Opportunity (Round 2)

Agency	US Department of Transportation		
Program Description	The Bipartisan Infrastructure Law (BIL) established the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) to accelerate the development of an electrified and alternative fuel transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. <u>It is divided into two grant categories</u> : the Community Charging and Fueling Program Grants (Community Program), which focuses on deploying EV charging, hydrogen fueling, propane fueling, and natural gas fueling infrastructure on public roads or other publicly accessible locations, and the Alternative Fuel Corridor Grants (Corridor Program), which deploys charging and alternative fueling infrastructure along designated alternative fuel corridors. For CFI Round 2, applicants from Round 1 who were not granted funding can request reconsideration for their applications under this fiscal year. This Notice of Funding Opportunity (NOFO) is supported by the NEVI formula program, with 10 percent of funds set aside.		
Application Due	<ul style="list-style-type: none"> • Due date for <u>non-awarded round 1 applicants</u> to request reconsideration for award is July 1, 2024. • Due date for application questions is July 29, 2024. • Due date for <u>round 2 new applications</u> is Aug 28, 2024, by 11:59 PM ET. 		
Funding	<p>Total funding is approximately \$1,321,200,000, distributed as following:</p> <ul style="list-style-type: none"> • \$800,000,000 to fund new applications under this NOFO Round 2. • \$521,200,000 to fund applicants from CFI Round 1 under FY 2022/2023 but not selected. 		
Award Amount	Community Program	Max Award: \$ 15 million	Min Award: \$ 500,000
	Corridor Program	Max Award: No max	Min Award: \$ 1 million
Local Match:	Local match is 20 % as federal share shall not exceed 80 %,		
CFI Review Criteria	<ul style="list-style-type: none"> • Safety; Climate Change, Resilience, and Sustainability Equity, Community Engagement, and Justice 40; Workforce Development, Job Quality, and Wealth Creation; CFI Program Vision; and project complements and does not duplicate existing Federal investments such as those in the NEVI Formula Program. 		
Community Program additional criteria	<ul style="list-style-type: none"> • Responsiveness to the Statutory Selection Priorities under 23 U.S.C. § 151(f)(8)(F)(i): that expand access to EV vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within rural areas, low- and moderate-income neighborhood, and a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes. 		
Funding Categories and Eligibilities	<ul style="list-style-type: none"> • Each application must clearly indicate if the application will be evaluated under the Community or the Corridor grant funds. An eligible applicant may submit separate applications under both programs. If one eligible applicant is interested in applying for both Community and Corridor funding categories in a single application, they must clearly separate the proposed work, selection criteria and budget requested for each category. • Applicants for the Corridor Program should ensure their applications, as they relate to EV infrastructure, align with their State’s NEVI Deployment Plan. • Eligible applicants for both programs (Community and Corridor) are: 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; 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. • Eligible for NEVI 10 considerations: A State or political subdivision of a State; A unit of local government; A State or local authority with ownership of publicly accessible transportation facilities. 		
Community Program Criteria	The funding can be used for publicly accessible locations such as public roads, parking facilities at public buildings, schools, parks, and privately managed parking facilities. It must be publicly accessible, and funds can be contracted to private entities and must demonstrate benefits to Justice40 communities. The program is expected to reduce greenhouse gas emissions, expand or fill gaps in access to infrastructure, and ensure accessibility for individuals with disabilities.		
Corridor Program Criteria	The funding is designated for locations along an Alternative Fuel Corridor (AFC) and must include EV charging and other alternative fuels within 5 miles of the AFC. The locations must be publicly accessible and be used to contract with private entities and must demonstrate benefits to Justice40 communities. Additionally, the infrastructure must be accessible to and usable by individuals with disabilities.		
Link:	<ul style="list-style-type: none"> • CFI Program Webpage • CFI NOFO 		
Application Submission	<ul style="list-style-type: none"> • SAM.gov registration using UEI is required. • Applications must be submitted via Grants.gov 		
BAC Partnership Opportunity	<ul style="list-style-type: none"> • The Build America Center (BAC) is a technical assistance program funded by the USDOT, offering grant development services at NO CHARGE. For more information, visit https://bac.umd.edu/ and https://billaunchpad.com/ 		

If your agency is interested in exploring this opportunity, contact us at bac@umd.edu for details on collaboration