

Charging and Fueling Infrastructure Discretionary Grant Program Round 2 Notice of Funding Opportunity

CFIgrants@dot.gov



U.S. Department of Transportation
Federal Highway Administration

Background Road Photo (Source: FHWA)



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Round 2 CFI Overview Webinar

- Charging and Fueling Infrastructure (CFI) Program Overview
- Overall Available Funding
- Funding Information for CFI Round 2 New Applications
- Program Eligibility for CFI Round 2 NOFO
- CFI Round 2 NOFO New Application Overview
- Information to Consider for Application Development
- Review and Selection Process
- Application Submission Process
- Administrative and National Policy Requirements
- Resources



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CFI Program Overview

NOFO Section A, Program Description, pages 14 - 15



CFI Program Overview

- The CFI Program was established by the Bipartisan Infrastructure Law (BIL)^{*, **}
- Authorized to strategically deploy publicly accessible electric vehicle charging and other alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFCs)
- BIL established two distinct funding categories within CFI: Community Grants[†] and Corridor Grants^{††}
- BIL authorized CFI funding for FY 2022 through FY 2026 for this program (\$2.5B total)

*23 U.S.C. § 151(f)

**BIL - Enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58, Nov. 15, 2021)

†23 U.S.C. 151(f)(8)

†† 23 U.S.C. 151(f)(6)



Eligible Infrastructure for the CFI Grant Program

EV Charging and Other Alternative Fueling Infrastructure

- Electric Vehicle (EV) Charging
- Hydrogen Fueling
- Natural Gas Fueling
 - Compressed Natural Gas
 - Liquefied Natural Gas
- Propane Fueling*

* Propane fueling infrastructure is limited to infrastructure for medium- and heavy-duty vehicles, as per 23 U.S.C. § 151(f)(7).



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Community Grant Program

Community Program grants are expected to **reduce greenhouse gas emissions** and to **expand or fill gaps in access to charging or alternative fueling infrastructure**.

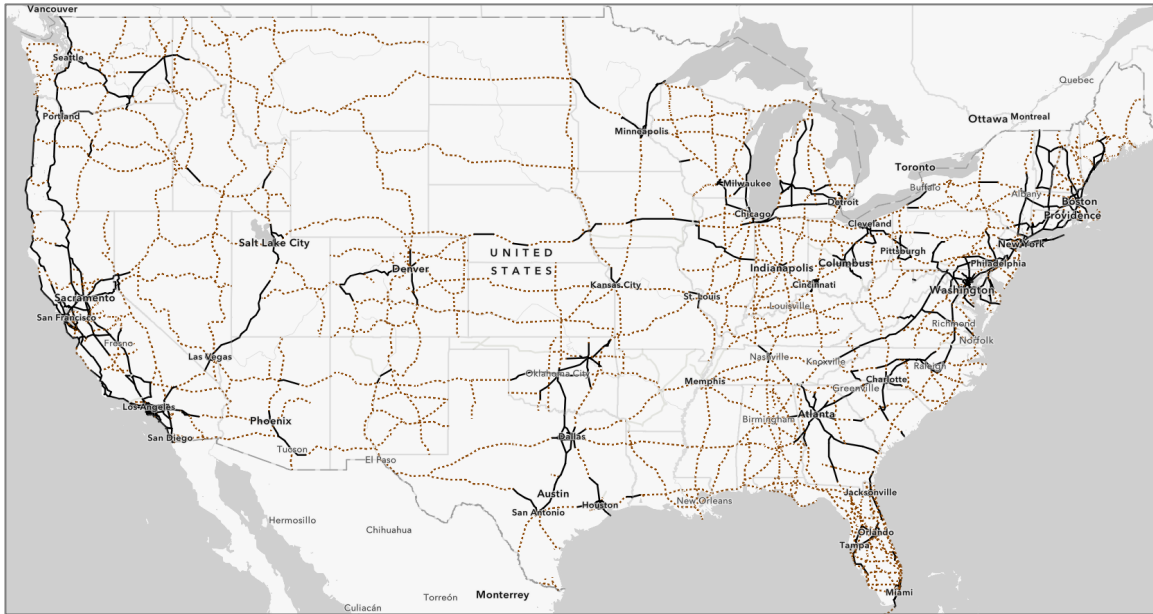


Charging Networks. (Source: DOT)
<https://www.transportation.gov/rural/ev/toolkit/ev-partnership-opportunities/charging-networks>

Corridor Grant Program



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EV Alternative Fuel Corridor Designations, Rounds 1-7 (Source: FHWA)

Corridor Program grants are expected to **support charging or other alternative fueling infrastructure** along designated AFCs.

DOT designates national AFCs that identify near- and long-term needs for, and location of, charging and other fueling infrastructure at strategic locations along major national highways across the United States.*



Alternative Fuels Corridor Identification Signage (Source: FHWA)

https://mutcd.fhwa.dot.gov/resources/policy/signing_alt_fuel_corridors/index.htm

*23 U.S.C. § 151

National Electric Vehicle Infrastructure (NEVI) Minimum Standards and Requirements Rule (23 CFR Part 680)



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Federal Highway Administration

- 23 CFR 680 is applicable to all CFI EV infrastructure
- 23 CFR Part 680 specifies technical aspects of EV chargers
- Impacts the design and operations of your charging infrastructure
- EV Charging Minimum Standards Final Rule is available in the [Federal Register](#)
- Webinar on the [EV Charging Minimum Standards Final Rule](#)
 - Passcode Required: z*&^4*6g



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Overall Available Funding

NOFO Section B, Federal Award Information, pages 18 – 20

Two Funding Opportunities under CFI Round 2 NOFO (693JJ324NF00017)

1. Up to \$800 million to fund new CFI Round 2 applications to strategically deploy publicly accessible EV charging and alternative fueling infrastructure in certain locations or along designated AFCs that will be accessible to all drivers of EVs, hydrogen vehicles, propane vehicles, and natural gas vehicles
2. Up to \$521 million is reserved to fund applications previously submitted but not selected for award under the FY2022/2023 CFI Round 1 NOFO (693JJ323NF00004) published on March 14, 2023.

To maximize chances of obtaining an award, CFI FY 2022/2023 Round 1 unawarded applicants may request consideration under the reserved funds, and they may also submit a new application following the criteria outlined in the Round 2 NOFO.



Summary of Available Funding

Fiscal Year and Program of Funding	Funding for New Applications Submitted under Round 2 NOFO	Funding for Applications Previously Submitted under FY 2022/2023 Round 1 NOFO
CFI FY 2024	\$100,000,000	\$400,000,000
CFI FY 2025	\$600,000,000	
NEVI 10 FY 2023		\$21,200,000
NEVI 10 FY 2024		\$100,000,000
NEVI 10 FY 2025	\$100,000,000	
Total Available (up to)	\$800,000,000	\$521,200,000

Note: CFI Awards are Cost Reimbursement Grants

New Applications Submitted under the CFI Round 2 NOFO



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- CFI Round 2 new applications submitted under this NOFO must follow the criteria and considerations outlined in the CFI Round 2 NOFO.
- New applications must be submitted in Grants.gov by 11:59 PM EST on August 28, 2024.

After this section, the remainder of this presentation is focused on the criteria and considerations for new applications.

Reserved Funding for Round 1 Applicants



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- Reserved funding is available for applications that were not selected for funding but rated by the technical review team as either “Highly Recommended,” or “Recommended,” and also found to meet one or more DOT priority considerations.
- To request reconsideration of a Round 1 application, lead applicants **must notify FHWA by July 1, 2024**, that they wish for their previously submitted application to be considered for award.
- Lead applicants should respond to the email sent by FHWA from CFlgrants@dot.gov.
- If the lead applicant did not receive an email, they should send a message to CFlgrants@dot.gov with the State where the project is located and the title of the project.
- Webinar on Reconsideration of Round 1 Applicants will be held on June 11, 2024, at 1:00 pm ET. [Webinar Registration - Zoom \(zoomgov.com\)](https://zoomgov.com)



Key Dates

Action	Date
CFI Round 2 NOFO Release Date	May 30, 2024
Due Date for non-awarded Round 1 Applicants to Request Reconsideration for Award under Reserved Funding	July 1, 2024
Due Date for All Applicant Questions to CFIGrants@dot.gov	July 29, 2024
Due Date for Round 2 New Applications – by 11:59 PM EST in Grants.gov	August 28, 2024



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Funding Information for CFI Round 2 New Applications

NOFO Section B, Federal Award Information, pages 18 - 19

NOFO Section C, Eligibility Information, page 22 - 23

Award Size



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Community Program Grants

- Minimum anticipated award of \$500,000
- Maximum award of \$15M*

Corridor Program Grants

- Minimum anticipated award of \$1M
- No maximum award size

*23 U.S.C 151(f)(8)(I)



Cost Share

- Maximum Federal Share shall not exceed 80 percent of the total project cost*
- Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching non-Federal share
 - When a private entity is contracted with, the private entity must agree to pay the non-Federal share of the project cost.**
 - The recipient must demonstrate it has taken best efforts to require the private entity to contractually pay for the non-Federal share.
- Additional information on cost share can be found at 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on [Non-Federal Matching Requirements](#).

*23 U.S.C. § 151(f)(10)(A)

**23 U.S.C. § 151(f)(10)(B)



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Program Eligibility for CFI Round 2 NOFO

NOFO Section C, Eligibility Information, pages 20 - 21

Eligible Applicants



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Eligible Applicants	Community Program 23 U.S.C. § 151(f)(8)(C)	Corridor Program 23 U.S.C. § 151(f)(3)	NEVI 10 Community or Corridor
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	✓		✓

* The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico 23 U.S.C. § 101(a)(28).

† The term "Indian" means a person who is a member of an Indian tribe 25 U.S.C. § 5304(d).



Community Program: Eligible Projects

- A project expected to **reduce greenhouse gas emissions** and to **expand or fill gaps** in access to infrastructure.
- Eligible infrastructure is **publicly accessible** charging and fueling infrastructure.
- A project located on any **public road or in other publicly accessible** locations.
Examples include:
 - Parking facilities at public buildings, public schools, and public parks
 - Publicly accessible parking facilities owned or managed by a private entity.*
- Both Direct Current Fast Charging and Alternative Current Level 2 chargers are eligible.

* 23 U.S.C. § 151(f)(8)(E)



Community Program: Eligible Project Costs

- The acquisition and installation of EV charging or alternative fueling infrastructure.
- Costs associated with any related construction or reconstruction and the acquisition of real property that directly relates to a project.
- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure.
- Educational and community engagement activities to develop and implement education programs.



Corridor Program: Eligible Projects

- A project expected to **support** charging or alternative fueling infrastructure along designated AFCs.
- Eligible infrastructure is **publicly accessible** charging and fueling infrastructure.
- A project that **shall contract with a private entity*** for acquisition and installation, or operation, of eligible infrastructure.
- Projects must be **located no greater than five miles** from a designated alternative fuel corridor.

*23 U.S.C. 151(f)(6)(A)

Corridor Program: Eligible Project Costs



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- **Must** contract with a private entity for acquisition and installation of eligible infrastructure.
- Providing a private entity with operating assistance for the first 5 years of operations after the installation of eligible infrastructure.
- Acquisition and installation of traffic control devices located in the right-of-way to provide directional information to eligible infrastructure.
- Preliminary engineering, engineering, and design-related services directly relating to the construction of a highway project, including engineering, design, project development and management, construction project management and inspection.



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CFI Round 2 NOFO New Application Overview

NOFO Section D, Application and Submission Information, pages
27 - 44

Content and Form of Round 2 Application



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1. Standard Forms:

- Standard Form 424 (Application for Federal Assistance)
- Standard Form 424C (Budget Information for Construction Programs)
- Standard Form 424D (Assurances for Construction Programs)
- Standard Form LLL (Disclosure of Lobbying Activities)
- Project Abstract Summary

2. Narrative Document (25-page limit) that addresses the following items:

- i. Project Narrative
- ii. Budget Information
- iii. Project Merit Criteria
- iv. Project Readiness and Environmental Risk

Note:

- All application materials may be found on Grants.gov.
- All application materials must be submitted electronically through [Grants.gov](https://www.grants.gov).

Community Program Narrative Document

2.i. Project Narrative Section (1 of 2)



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I. Description of project location, including:

- Detailed geographical description of proposed project
- Map of location with connections to existing transportation infrastructure
- Geospatial data and/or description of project locations(s)
- Number of EV charging ports or alternative fueling dispensers expected at each site
- Traffic safety considerations for vehicles entering and leaving the site

II. Description of how the project expands community-based infrastructure or fills gaps in access by equitably expanding the deployment of publicly available EV charging or alternative fuel infrastructure

Community Program Narrative Document

2.i. Project Narrative Section (2 of 2)



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III. Additional Information: Indicate which focus area(s) the proposed project address(es)

- Neighborhood and Multi-Family Charging
- Multi-Modal Hubs and Shared-Use Fleets and Services
- Multi-Purpose Workplace and Destination Charging
- Community Fleets and Freight

Corridor Program Narrative Document

2.i. Project Narrative Section (1 of 3)



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- I. Description of project location
 - i. Detailed geographical description of proposed project
 - ii. Map of location with connections to existing transportation infrastructure
 - iii. Geospatial data description project locations(s)
 - iv. Number of EV charging ports or alternative fueling dispensers expected at each site
 - v. Traffic safety considerations for vehicles entering and leaving the site
- II. Description of how the public accessibility of charging and fueling infrastructure has been considered
- III. Description of outcomes from collaborative engagement with stakeholders
- IV. Identify whether the location of the station considered the availability of onsite amenities, ADA, Height and fueling capacity requirements for large vehicles (if applicable), and appropriate distribution to avoid redundancy and fill charging or fueling gaps

Corridor Program Narrative Document

2.i. Project Narrative Section (2 of 3)



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- V. Details to ensure infrastructure installation that can be responsive to technology advancements
- VI. Discussion about the long-term operation and maintenance of infrastructure
- VII. Assessment of the estimated emissions conducted using the [AFLEET CFI Emissions tool](#)
- VIII. Description of how the project improves AFCs by expanding the deployment of public EV charging and alternative fueling infrastructure

Corridor Program Narrative Document

2.i. Project Narrative Section (3 of 3)

IX. Additional Information:

- Specify the reasons for which CFI Corridor Program funding is being requested and demonstrate that the proposed project is not duplicative with the NEVI Formula Program or previous FHWA CFI awards
- Indicate which focus area(s) the proposed project address(es)
 - Demonstrate Build-Out of Alternative Fueling Corridors
 - Zero Emission Corridors for Medium- and Heavy-Duty Vehicles
 - Long Dwell Time Locations Along Alternative Fueling Corridors



Narrative Document for Both Programs

2.ii. Budget Information Section

- Describe overall budget and how funds will be spent on various portions of the project(s).
- Explain each element of cost contained in the Standard Form 424C.
- Categorize budget into uses such as project planning and development (such as costs for meaningful public involvement), ROW/acquisition costs, installation costs, operation costs, maintenance costs, educational activity costs, etc. Include estimated amount of funds or percentage allocated to each category, as well the entity expected to be responsible for each cost.
- Identify operating subsidies that will be sought or have been obtained.
- Describe how the cost share requirements will be satisfied.
- Identify others Federal funds the applicant is applying for, has been awarded, or intends to use.
- Identify any named or planned sub-recipients or contractors.
- Provide a table showing the following as applicable: (1) the Federal funding requested for activities that are pre-NEPA and/or do not require NEPA approval; and (2) the Federal funding requested for activities that are post-NEPA approval (i.e., final design, ROW, construction).

Narrative Document for Both Programs

2.iii. Project Merit Criteria



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For the following section, describe how the proposed project meets the following Project Merit Criteria:

1. Safety
2. Climate Change, Resilience, and Sustainability
3. Equity, Community Engagement, and Justice40*
4. Workforce Development, Job Quality, and Wealth Creation
5. CFI Program Vision

* The Justice40 Initiative is the Administration's whole-of-government approach to advancing environmental justice through recommendations on how certain Federal investments might be made toward a goal that 40 percent of the overall benefits of investments flow to disadvantaged communities.



Narrative Document for Both Programs

2.iii. Project Merit Criteria (1 of 3)

Your application should address how your project meets the following.

1. Safety: the project identifies and mitigates any safety risks introduced by the project
2. Climate change, resilience and sustainability: the project
 - i. addresses greenhouse gas emissions reduction in the transportation sector
 - ii. incorporates evidence-based climate resilience measures and features
 - iii. advances objectives in the National Climate Resilience Framework
 - iv. reduces the lifecycle greenhouse gas emissions from project materials
 - v. avoids adverse environmental impacts to air or water quality, wetlands, endangered species, and resiliency to natural disasters

Narrative Document for Both Programs

2.iii. Project Merit Criteria (2 of 3)



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3. Equity, Community Engagement, and Justice 40: the application project

- i. Will use the Climate and Economic Justice Screening Tool (CEJST) to include an equity assessment of whether the project will create proportional impacts/remove transportation disparities in the area
- ii. Demonstrate how meaningful public involvement will occur
- iii. Demonstrate how outcomes will target benefits towards disadvantaged communities
- iv. Demonstrate how benefits will increase transportation options, improve safety, connect Americans to jobs, and improve access to resources and quality of life



Narrative Document for Both Programs

2.iii. Project Merit Criteria (3 of 3)

4. Workforce Development, Job Quality, and Wealth Creation: the application addresses how their project
 - i. Will create good-paying jobs
 - ii. Will promote local inclusive economic development and entrepreneurship
 - iii. Will use hiring policies and provide a workplace culture to promote the entry and retention of underrepresented populations
 - iv. promote local inclusive economic development and entrepreneurship
5. CFI Program Vision: the applicant must describe how their 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

Note: Criterion #5 differs between Community and Corridor Programs

Narrative Document for Both Programs

2.iv. Project Readiness and Environmental Risk Section



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- Statement on the technical and engineering aspects of the project to be constructed;
- Discussion of energy source and storage needs
- An assessment of real property and ROW acquisition necessary for the project;
- Information about the inclusion of this project (or a plan to having this project included) in the relevant State, metropolitan, and local planning documents;
- Any project approvals already obtained;
- Identification of known or anticipated project risks and how they will be addressed;
- Discussion about any coordination or public engagement that has been completed or is on-going regarding this project;
- Discussion about intentions for Disadvantaged Business Enterprise (DBE) participation or engagement;
- Discussion of how equity and accessibility requirements will be met;
- An anticipated project timeline or anticipated project milestone dates;
- Information about how 23 CFR Part 680 requirements will be included



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Information to Consider for Application Development

NOFO Section E, Application Review Information, pages 58 - 64



Community Program Only: Statutory Selection Priorities

Priority goes to projects that expand access to charging and fueling infrastructure within:

1. Rural areas^{*}
2. Low- and moderate-income neighborhoods[†]
3. 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^{††}

^{*}23 U.S.C. § 151(f)(8)(F)(i)

[†] 23 U.S.C. § 151(f)(8)(F)(ii)

^{††} 23 U.S.C. § 151(f)(8)(F)(iii)



Community Program: Additional Considerations

DOT will consider the extent to which the project:

1. Complements and does not duplicate existing Federal investments,
2. Contributes to geographic diversity among eligible entities, including achieving a balance between urban and rural communities,^{*}
3. Meets current or anticipated market demands for charging or fueling infrastructure, including faster charging speeds with high-powered capabilities necessary to minimize the time to charge or refuel current and anticipated vehicles,[†] and;
4. Plans for infrastructure to be completed in a timely manner and made available for use by the traveling public.

^{*} 23 U.S.C. § 151(f)(8)(G)(i)

[†] 23 U.S.C. § 151(f)(8)(G)(ii))

Corridor Program: Additional Considerations (1 of 3)



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DOT will consider the extent to which the project:

1. Complement and not duplicate existing Federal investments,
2. Improve designated alternative fueling corridor networks;
3. Meet excess demand or reduce congestion at existing charging or fueling infrastructure in high-traffic locations;*
4. Meet current or anticipated market demands for corridor charging or alternative fueling infrastructure, supports a long-term competitive market, and does not significantly impair existing charging and infrastructure providers;†

*† 23 U.S.C. § 151(f)(5)(A)(ii); 23 U.S.C. § 151(f)(5)(A)(iv)

Corridor Program: Additional Considerations (2 of 3)



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5. Enable or accelerate the construction of charging or fueling infrastructure that would be unlikely to be completed without Federal assistance*, as a result of meaningful public engagement with communities that have lacked private infrastructure investment;
6. Deploy charging and fueling infrastructure for medium- and heavy-duty vehicles, including along the National Highway Freight Network;†
7. Ensure, to the maximum extent practicable, geographic diversity among grant recipients to ensure that charging and fueling infrastructure is available throughout the U.S.††

*23 U.S.C. § 151(f)(5)(A)(iii)

† 23 U.S.C. § 151(f)(5)(A)(vi)

†† 23 U.S.C. § 151(f)(5)(B)

Corridor Program:

Additional Considerations (3 of 3)

8. The private entity that the eligible entity contracts for an eligible project
 - i. submits to the Secretary the most recent year of audited financial statements, and
 - ii. has experience in installing and operating charging and fueling infrastructure;*
9. The eligible entity and the private entity that the eligible entity contracts for an eligible project enter into an agreement
 - i. to operate and maintain publicly available charging and fueling infrastructure, and
10. Plans for the infrastructure to be completed in a timely manner and made available for use by the traveling public.

* 23 U.S.C. § 151(f)(5)(C)(i) and (ii)

† 23 U.S.C. § 151(f)(5)(D)(i) and (ii)

Both Programs: DOT Priority Considerations



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- 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
- These Considerations apply to both the Community and Corridor Programs.



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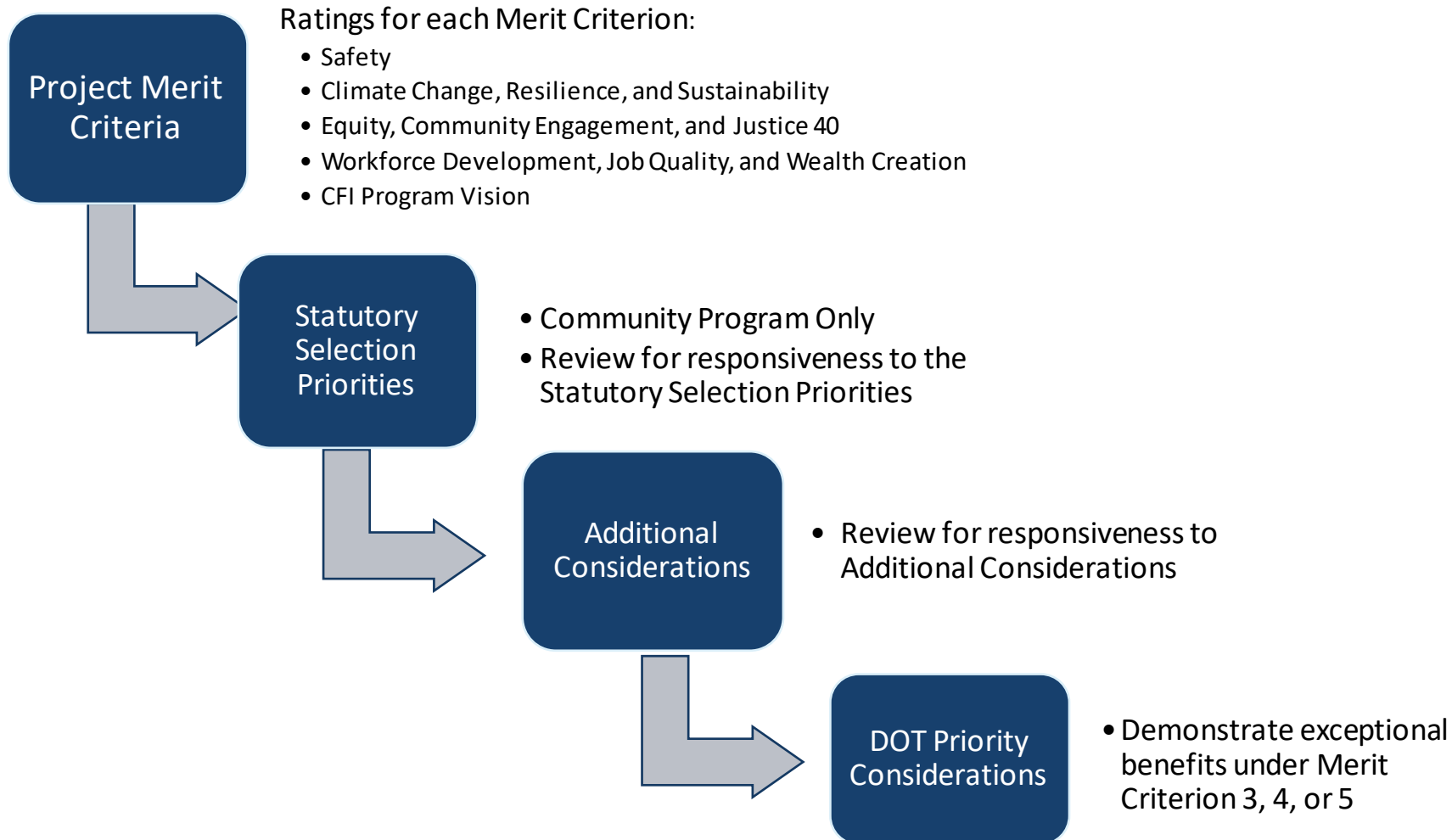
Review and Selection Process

NOFO Section E, Application Review Information, page 47-64

Selection Criteria: Community Program



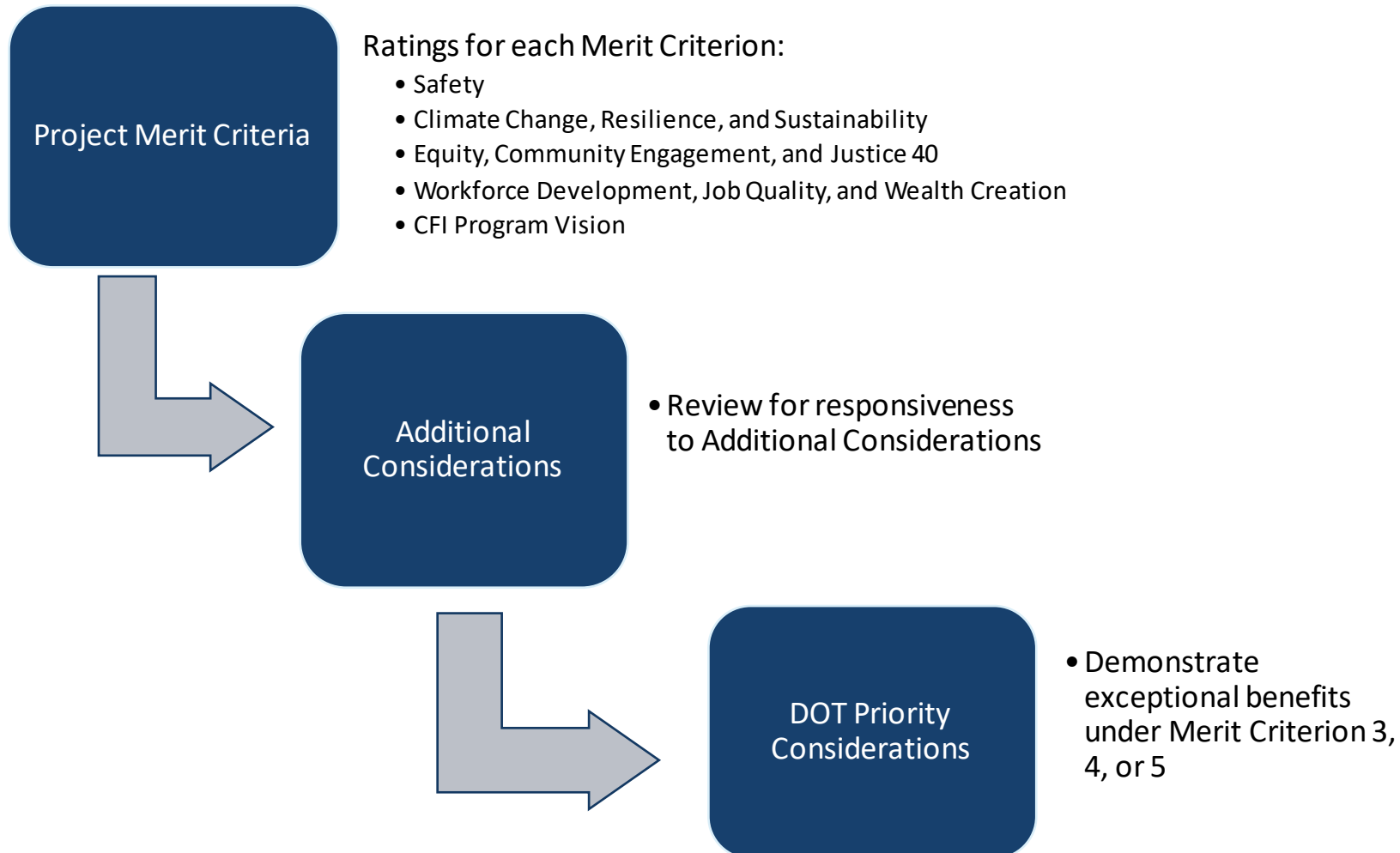
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Selection Criteria: Corridor Program



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Overall Application Rating

- **Highly Recommended**
 - Meets all eligibility requirements
 - Receives a Highly Qualified rating in at least 3 of the 5 Project Merit Criteria, and at least a rating of Qualified for each of the Project Merit Criteria
- **Recommended**
 - Meets all eligibility requirements
 - Receives a rating of Qualified for each of the Project Merit Criteria
- **Not Recommended**
 - Does not meet one or more eligibility requirements, or
 - Receives a rating of Not Qualified for any of the Project Merit Criteria



Review and Selection Process

- **Technical Review Team:**
 - Review applications and assign Overall Rating of “Highly Recommended”, “Recommended”, or “Not Recommended”.
 - Assess responsiveness to Statutory Selection Priorities (Community Program only), Additional Considerations, and DOT Priority Considerations.
- **FHWA Senior Review Team** determines which projects to advance to the FHWA Administrator as recommended for funding.
- **FHWA Administrator** determines which projects to advance to the Secretary.
- The **Secretary** makes final project selections.



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CFI Round 2 Application Submission Process

NOFO Section D, Application and Submission Information, pages
27 - 46

Round 2 New Applications: Submission Process



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- Applicants must submit their applications via www.grants.gov under the Notice of Funding Opportunity Number: 693JJ324NF00017
- Applications are due by **August 28, 2024**, by 11:59 PM (Eastern Time) through www.grants.gov

A registered Grants.gov account is required. Obtaining an account can involve multiple steps and numerous days. Please see the NOFO and Grants.gov website for detailed instructions, training videos, an online user guide, and a help desk.

The screenshot displays the Grants.gov website interface. At the top, there is a search bar with the text 'Grant Opportunities' and a 'Find, Apply, Succeed' tagline. Below the search bar is a navigation menu with links: HOME, LEARN GRANTS, SEARCH GRANTS, APPLICANTS, GRANTORS, SYSTEM-TO-SYSTEM, FORMS, CONNECT, and SUPPORT. The main content area is titled 'VIEW GRANT OPPORTUNITY' and shows the grant number 693JJ320NF00005, the title 'Commuter Authority Rail Safety Improvement (CARSI) Grants', and the issuing agency 'Department of Transportation, DOT Federal Highway Administration'. A red 'Apply' button is visible. Below this, there are tabs for 'SYNOPSIS', 'VERSION HISTORY', 'RELATED DOCUMENTS', and 'PACKAGE'. The 'SYNOPSIS' tab is selected, showing a table of general information.

General Information	
Document Type:	Grants Notice
Funding Opportunity Number:	693JJ320NF00005
Funding Opportunity Title:	Commuter Authority Rail Safety Improvement (CARSI) Grants
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Transportation
Category Explanation:	
Expected Number of Awards:	
CFDA Number(s):	20.205 -- Highway Planning and Construction
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 1
Posted Date:	Aug 25, 2020
Last Updated Date:	Aug 25, 2020
Original Closing Date for Applications:	Oct 26, 2020
Current Closing Date for Applications:	Oct 26, 2020
Archive Date:	Nov 25, 2020
Estimated Total Program Funding:	\$50,000,000
Award Ceiling:	\$50,000,000
Award Floor:	\$0

Program Type and Application Submission: Community or Corridor



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Applicants can choose to apply to the CFI Community Program, or the CFI Corridor Program, or to both programs.

If applying for both CFI Programs, applicants can choose to:

- Submit two separate applications (preferred).
- Submit a single application and clearly separate the proposed work, selection criteria, and budget requested for each CFI Program.



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Administrative and National Policy Requirements

NOFO Section F, Administrative and National Policy Requirements,
pages 65 – 75



Administrative and National Policy Requirements

Applicable Federal laws, rules, and regulations set forth in title 23, U.S.C., and title 23 of the CFR, shall apply to awards provided under this program, including:

- Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (2 CFR Part 200)
- National Environmental Policy Act (NEPA) (23 CFR part 771)
- Build America, Buy America Act (Pub. L. No. 117-58, div. G §§ 70901–70927)
- Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR part 21)
- Federal Contract Compliance
- Davis-Bacon Act (40 U.S.C. §§ 3141-3148; 23 U.S.C. § 109(s)(2); 23 U.S.C. § 113(a))
- Disadvantaged Business Enterprise (DBE) Program (*Does not apply to projects funded with NEVI 10 funds*).
- NEVI Minimum Standards and Requirements (23 CFR Part 680)
- Plus, others as listed in section F.2 of the NOFO

NEVI Standards and Requirements (23 CFR Part 680)



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NEVI Standards and Requirements (23 CFR Part 680) specify technical aspects of chargers including:

- Connector types
- Power levels
- Minimum number of charging ports per station
- Minimum uptime (reliability standards)
- Payment methods
- Data submittal requirements
- Workforce requirements for installation, operation, or maintenance by qualified technicians
- Interoperability of EV charging infrastructure; traffic control devices and signage
- Network connectivity
- Publicly available information

EV Charging Minimum Standards Final Rule is available in the [Federal Register](#)



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Resources



CFI Resources

- Submit questions to CFIgrants@dot.gov
- [NOFO on Grants.gov](https://www.grants.gov)
- [FHWA CFI Website](https://www.fhwa.dot.gov/cfi/)
- [FHWA CFI Grant Resources Website](https://www.fhwa.dot.gov/cfi/grants/)
- [National Electric Vehicle Infrastructure Minimum Standards and Requirements Final Rule \(23 CFR 680\)](https://www.fhwa.dot.gov/infrastructure/national-electric-vehicle-infrastructure-minimum-standards-and-requirements-final-rule-23-cfr-680/)

Tools for Applicants



U.S. Department of Transportation
Federal Highway Administration

Corridor Program Tool:

- [Alternative Fuel Life-Cycle Environmental and Economic Transportation \(AFLEET\) CFI Emissions Tool \(Argonne National Lab\)](#)

Equity Tools for Both Programs:

- [Climate and Economic Justice Screening Tool \(CEJST\)](#)

Urban/Rural Classification

- [List of Urbanized Areas \(UZA\)](#)



U.S. Department of Transportation
Federal Highway Administration

Thank You for Attending

Please direct all inquiries to:

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