



Charging & Fueling Infrastructure (CFI) Discretionary Grant Program

\$1.3 billion

in 2024 to be spent
on community and
corridor charging

Summary of the CFI Discretionary Grant Program

As part of the Bipartisan Infrastructure Law, the U.S. Government dedicated \$7.5 billion across two programs for the deployment of public EV chargers. \$5 billion is administered under the National Electric Vehicle Infrastructure (NEVI) program and \$2.5 billion is dedicated to the Charging & Fueling Infrastructure (CFI) Discretionary Grant Program.

The CFI grant program is administered by the U.S. Department of Transportation (USDOT), in collaboration with the U.S. Department of Energy (USDOE) and is evenly split into two sub-programs titled (1) Community Charging and Fueling Program Grants (Community Program), and (2) Alternative Fuel Corridor Grants (Corridor Program). The first round of CFI funding opened in 2023 and awarded \$622 million across 47 projects.

2024 Solicitation for CFI Program is Open

On May 30, 2024, the USDOT released a notice of funding opportunity soliciting applications for grants totaling up to \$1.3 billion.

Up to \$521 million of funds are reserved for reconsideration of previously submitted applications that were not selected for funding in Round 1, but were rated either “Highly Recommended” or “Recommended.” To request reconsideration of a Round 1 application, applicants must notify FHWA by **July 1, 2024** that they would like their Round 1 application to be considered for award.

Up to \$800 million is available for new applications that must be submitted by **August 28, 2024 at 12 a.m. EST**. The funding is divided evenly into two separate categories.

FINAL DEADLINE

August
28th
2024

\$350M

Community Charging and Fueling Program Grants

The Community Program deploys EV charging and alternative fueling infrastructure located on public roads or in other publicly accessible locations. Examples of publicly accessible locations include public parking facilities, parking at public buildings, public transportation stations, public schools, public parks, etc. Equipment must be made available to the public without restriction. Both Direct Current Fast Chargers (DCFC) and Alternating Current Level 2 chargers (AC) are eligible.

\$350M

Alternative Fuel Corridor Grants

The Corridor Program deploy EV charging and alternative fueling infrastructure along designated alternative fuel corridors (AFCs). Charging infrastructure should be no greater than five miles from the interstate exits or highway intersections along designated AFCs.

Basic Program Requirements

ELIGIBLE LEAD APPLICANTS: include public entities such as a State, metropolitan planning organization, local government, port authorities, tribes, or any combination of these entities.

- **Corridor Program**, the public entity serving as the lead applicant must partner with a private entity for acquisition and installation, or operation, of eligible infrastructure.
- **Community Program**, partnership or contracting with a private entity for the Community Program is allowed, but not required.

COST SHARE: applicants must provide at least 20% of the total project cost. The federal share of the project cost may not exceed 80%.



EQUIPMENT ELIGIBILITY: recipients of CFI funding are required to comply with applicable sections of the NEVI Minimum Standards and Requirements. Chargers funded through CFI must be Build America, Buy America Act compliant.

ABB E-mobility produces a range of chargers that align with these requirements at power levels varying from 24kW to 400kW.

PROJECT 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 Alignment

new.abb.com/ev-charging/nevi

Our BABA compliant product line includes:



A400 All-in-one
400kW Charger



Terra 124 | 184
120kW & 180kW Chargers



Terra DC wallbox
24kW

ABB E-mobility

Community Program Guidance

Community Program grants may be awarded to **any project expected to reduce greenhouse gas emissions and expand or fill gaps** in access to eligible fueling infrastructure.

Priority will be given to projects that expand EV charging infrastructure access in rural areas, low- and moderate-income neighborhoods, and within communities with a low ratio of private parking spaces to households or a high ratio of multi-unit dwellings to single family homes.

AWARD AMOUNT


**\$500,000
min.
\$15 million
max.**

PREFERRED PROJECT FOCUS AREAS



Multi-Modal Hubs and Shared-Use Fleets and Services:


connect/promote rental vehicle, taxi, carshare, ride-share, and other electrified multi-passenger or active mobility options and/or connect national freight corridors with local deliver providers and fleets (e.g. urban depot charging for light and medium duty vehicles)

 **A400, T184, T124**




Multi-Purpose Workplace and Destination Charging:

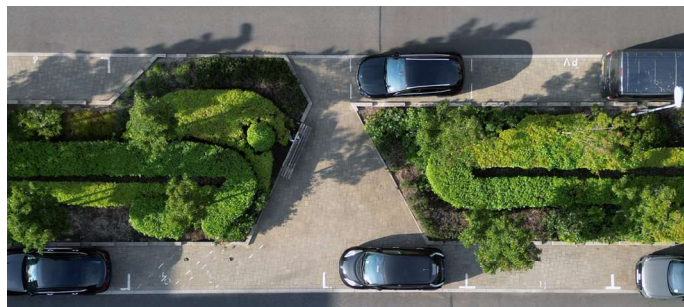
provide destination charging at locations where vehicles are likely to be parked for an extended period of time. Charging speeds should be aligned with typical parking times for a given location, allowing drivers to depart with a meaningful increase in driving range.

 **T124, DCWB**



Community Fleets and Freight: enable local medium- and heavy-duty electrification and alternative fuel use for Class 3 through Class 8 Vehicle fleets for use cases including, but not limited to municipal services, first-mile/last-mile, and hybrid deployments that combine dedicated infrastructure for medium- and heavy-duty vehicles with co-deployed charging for light-duty passenger vehicles.

 **A400, HVC360, T184, T124, DCWB**



Neighborhood and Multi-Family Charging: provide convenient, affordable access to charging infrastructure within walking distance of where future EV owners live, including multi-family properties and curbside installations.

 **DCWB**

Corridor Program Guidance

The Corridor Program grants **go beyond the geographic reach of the NEVI program** by funding **charging infrastructure up to 5 miles from a designated AFC exit or intersection**. Public entities must contract with a private entity for acquisition and installation, or operation, of eligible infrastructure. Operating assistance for the first 5 years of operation after installation is allowable.


AWARD AMOUNT

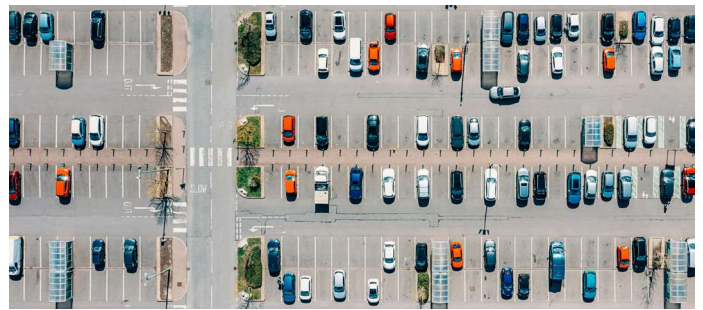
\$1 million min.

PREFERRED PROJECT FOCUS AREAS




Demonstrate Build-Out of AFCs: expand deployment of public DCFC further from the highway and add new charging and fueling infrastructure for light-duty, medium-duty, and heavy-duty vehicles.

 **A400, T184**




Long Dwell Time Locations Along AFCs: provide charging and fueling infrastructure at locations where vehicles are parked for extended periods of time, such as small downtowns, shopping malls, grocery stores, hotels/motels, parks and more located along corridors.

 **T124, DCWB**



Zero Emission Corridors for Medium-and Heavy-Duty Vehicles: provide EV charging infrastructure that enables zero emission movement of goods, connecting distribution hubs and population centers. The deployment of these projects should align with Phases 1 or 2 of the National Zero Emission Freight (ZEF) Corridor Strategy. Medium-and heavy-duty infrastructure applications should include explicit fleet commitments to utilize the infrastructure.

 **A400, T184, T124, DCWB**