	Community Program				Corridor Program		
Category Description	*Multi-Modal Hubs and Shared-Use Fleets and Services*	*Urban/Suburban Area Charging and Fueling Solutions*	*Rural Area Charging and Fueling Solutions*	*Fleet Vehicles that Serve and Operate in Communities*	*Demonstrate Build-Out of AFCs*	*Zero Emission Corridors for Medium- and Heavy-Duty Vehicles*	*Resiliency*
Siting of Charging Stations	Along any public roads, off-street, etc. Projects can also include connecting national freight corridors with local delivery providers and fleets.	In areas with multi-unit dwellings or homes without garages or driveways. Projects should address challenges such as curbside access, convenient availability (reservations), and management of spaces.	In publicly accessible, frequently visited locations such as libraries, parks, etc. Also consider other unique community perspectives or approach specific to rural and agricultural activity.	Enable charging of local medium- and heavy-duty electrification and alternative fuel for Class 3,4,5 vans & step vans, class 6 box trucks, class 8 terminal tractors, municipal vehicles (shuttles, school buses, street sweepers, refuse, etc.), delivery trucks, or long-haul vehicles.	Within one mile of Alternative Fuel Corridor (AFC) Ready and Pending roadways. Use the AFC Tool to identify these roadways and choose to either add new charging or expand an already existing area.	In areas that connect, distribution hubs and population centers, national freight corridors with local delivery providers, or ports or depots along corridors.	The Geospatial Energy Mapping (GEM) tool should be utilized in planning charging locations. This tool provides information on grid stability and current transportation energy burden to assess need for charging and capacity to support such infrastructure.
Proximity to Alternative Fuel Corridor	Not Required				No greater than one mile from exits and/or intersections of Alternative Fueling Corridor Ready or Pending.		
General Focus for EV Charging Deployment	DC Fast Charging and Level 2 Charging				DC Fast Charging		
Budget Amount	Minimum: $500,000 Maximum: $15,000,000				Minimum: $1,000,000 Maximum: No		
Budget Elements	Budget details should include: • Planning and development • Property acquisition costs • Installation costs • Operation costs • Maintenance costs • Other preconstruction activity • Educational activity costs (if pursued)						
Educational and Community Engagement Activities	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, up to 5% of grant amount award.						
Private Entity Partnering	Not Required, but allowable. For applicants considering pursuit of Corridor Program, a Private Entity can manage EV charging infrastructure funded through Community Program funding as well.				Required to support acquisition and installation of EV Charging Infrastructure.		
Futureproofing	Encouraged, as part of a "Dig Once" philosophy to minimize need for retrenching/boring/other construction work to expand charging infrastructure in the future.				Encouraged, as part of a "Dig Once" philosophy, to minimize the need for retrenching/boring/other construction work to expand charging infrastructure in the future. Applicants are also encouraged to include details to describe how the project can account for the addition of new charging methods (technology advancements, accommodating autonomous vehicles, vehicle-to-grid technology) and expandability/upgradability of charging infrastructure sites in the future.		
Safety	Must address how the project will not negatively impact the overall safety of the traveling public and how safety is promoted throughout the design.	Projects in these areas should include infrastructure solutions with light construction when possible (e.g., pole-based charging, suburban charging hubs). The DOT encourages collaboration between applicants and owners of the Right-of-Way (ROW), for application, installation, and maintenance. The project must not negatively impact the overall safety of the travelling public.	Must address how the project will not negatively impact the overall safety of the traveling public, and how safety is promoted throughout design. This can include traffic impact study, environmental review, and other preliminary engineering and design work.		Must address how the project will not negatively impact the overall safety of the traveling public, and how safety is promoted throughout design. This can include traffic impact study, environmental review, and other preliminary engineering and design work. Wayfinding and safe navigation to and from EV charging infrastructure from AFCs can be particularly imperative, especially for medium- and heavy-duty vehicles.		In addition to ensuring safety of the traveling public, resiliency projects must ensure reliability and resiliency for sustained power outages, disruptive severe weather, high-demand strain on the grid, and other emergencies.
Climate Change, Resilience, and Sustainability	Projects must capture and detail GHG emissions savings throughout lifetime of project. This includes detailing emissions offset through driving electric (such as utilizing the AFLEET CFI Tool), how material lifecycle emissions are offset, and how adverse environmental impacts are avoided, including consideration of the Federal Flood Risk Mitigation Standard.						
Equity, Community Engagement, & Justice 40	Use Justice 40 EV Charging Map to conduct an equity analysis, aiming to identify the specific needs of underserved communities in each project area and remove transportation-related disparities and emission health impacts. Since these disparities vary greatly from one community to the next, and there is no one-size-fits-all, utilization of this mapping tool will help determine needs to which applicants can fine-tune solutions. Applicants must focus at least 40% of project benefits toward low-income, disadvantaged, or underserved communities. Applicants can also organize community engagement for up to 5% of project costs to inform community members unfamiliar with the technology and environmental and personal health benefits associated with electrification.						
Workforce Development, Job Quality, and Wealth Creation	Applicants should address the relevant job opportunities that coincide with their project implementation and planning. Jobs should be well-paying, with free and fair choice to join a union, with project labor agreements, apprenticeships, and high-quality workforce development programs. Job recruiting should focus on women, people of color, and others that are underrepresented in infrastructure jobs. Additionally, project sourcing should seek to promote local inclusive economic development (Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.) In terms of wealth creation for the broader community, projects should seek to advance lower cost and highest return charging solutions, and should offer innovate payment technology (such as contactless, mobile wallets, bundling with transit discounts, and other benefit programs).						
CFI Program Vision	Projects must equitably expand the deployment of public EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure in publicly accessible locations for use by the community, and must demonstrate that the application addresses one of the focus areas listed in the seven columns above.						
Eligible Applicants	Eligible applicants must be a State, Metropolitan Planning Organization, a unit of Local Government, a Public Authority with a transportation function, an Indian tribe, a U.S territory, an authority owned by one or more entities listed above, a group of the above, or a state or local entity with ownership of publicly accessible transportation facilities. Infrastructure must be publicly accessible.				Eligible applicants must be a State, Metropolitan Planning Organization, unit of Local Government, a Public Authority with a transportation function, an Indian tribe, a U.S territory, an authority owned by one or more entities listed above, or a group of the above. Infrastructure must be publicly accessible and located along existing or pending AFC (no more than a mile from interstate exits and highway intersections).		
Eligible Costs	Federal cost share is not to exceed 80% of the total cost. Eligible applications of funds include construction, development phase activities (including planning), contraction with private entities, educational and community engagement activities (cannot exceed 5% of total grant amount awarded).				Federal cost share is not to exceed 80% of the total cost. Must use funds to contract with a private entity. Acquisition and installation of eligible infrastructure, contracting with an eligible entity, providing private equity with operating assistance for the first five years of operations and maintenance, and traffic control devices.		
Submission Format	In addition to narrative-specific applications of the five criteria, The application must include In addition to narrative specific applications of the five criteria, The application must include: - A description of project location with maps, with discussion of how project expands community-based infrastructure and how funds will be spent on various portions of the project. - Submissions must be Single-spaced, in 12-point font, 1-inch margin. Include website links for supporting documentation rather than copies of supporting materials, if copies of supporting documentation need to be used, make sure the file name is aptly named & describes what the attachment is.						