

Charging and Fueling Infrastructure (CFI) Discretionary Grant: Round 1 vs. Round 2

On May 30, 2024, the Federal Highway Administration (FHWA) announced \$1.3 billion in funding available for the second round of the Charging and Fueling Infrastructure (CFI) Grant. This grant continues the mission of Round 1, to build a better America by deploying tens of thousands of electric vehicle (EV) charging stations throughout the U.S. Below, we detail some major changes between the first round and the second.

Topic	Round 1	Round 2
Funding	\$700 million	\$1.3 billion
Community/ Corridor Program Application	All applications were considered for both the Community and the Corridor Programs , regardless of which grant was applied for.	Applicants may apply to one grant program, submit separate applications for each program , or apply for both programs in a single application.
Previous Applicant Funding	Not applicable.	There is \$521.2 million reserved for Round 1 applicants who were not selected and wish to resubmit their applications.
Private Entity Cost-Sharing	For eligible entities that contract with a private entity (as required for the Corridor Program or as permitted by the Community Program), the private entity shall be responsible for the non-federal share.	Lead applicants are not in violation on the grant agreement if they make a substantial effort to require private entities to pay the non-federal share and are unable to execute the contract. Lead applicant is ultimately responsible for the non-federal cost share.
Parking Facility Fees	Parking facility fees to gain access to CFI-funded charging or fueling stations were not permitted .	Grant recipients may place CFI-funded charging infrastructure in parking locations that charge a fee .
Corridor Station Distance Requirements	Charging stations had to be no greater than 1 mile from exit or highway intersections along designated corridors.	Charging stations must be no greater than 5 miles from exit or highway intersections along designated corridors.

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Publicly Accessible Stations	Infrastructure could be located on any public road or in other publicly accessible locations.	For neighborhood and multi-family charging, CFI-funded charging stations must "provide convenient, affordable access to charging infrastructure in public or shared private locations. "
Page Limits	No page limit specified for application.	Application must be no more than 25 pages , including Project Narrative, Budget Information, Project Merit Criteria, Project Readiness and Environmental Risk
CFI Vision Focus Areas	<p>Community: Urban/Suburban Area Charging and Fueling Solutions, Multi-Modal Hubs and Shared-Use Fleets and Services, Rural Area Charging and Fueling Solutions, and Fleet Vehicles that Serve and Operate in Communities</p> <p>Corridor: Demonstrate Build-out of AFCs, Zero-Emission Corridors for Medium- and Heavy-Duty Vehicles, and Resiliency</p>	<p>Community: Neighborhood and Multi-Family Charging, Multi-Modal Hubs and Shared-Use Fleets and Services, Multi-Purpose Workplace and Destination Charging, and Community Fleets and Freight</p> <p>Corridor: Demonstrate Build-out of AFCs, Zero-Emission Corridors for Medium- and Heavy-Duty Vehicles, and Long Dwell Time Locations Along AFCs</p>
EJ40 Initiative	EJ40 required that 40% of the overall benefits of CFI-funded charging stations flow to disadvantaged communities.	EJ40 specifies that 40% of the overall benefits of CFI-funded charging projects must flow to federally recognized Tribes, communities in rural areas outside of a census-defined urbanized area, disadvantaged communities in a census-defined urbanized areas, or communities within a ½-mile radius of a disadvantaged community in a census-defined urbanized area.