



Local Infrastructure Hub

Electric Vehicles Grants - Frequently Asked Questions

On March 30, we held our *Electric Vehicles: Opportunities for Local Leaders* session for the Local Infrastructure Hub. Below you will find some commonly asked questions and answers from the experts at the Electrification Coalition. We hope you find this information useful as you are navigating your grant application submission. For additional information on EV charging and electric vehicles, you can find more [resources](#) on our website.

CFI Grant Uses	
Question	Answer
<p>What can the CFI grant money/program be used for?</p>	<p>It can be used for both public and designated city fleet/transit vehicles as long as the infrastructure remains open to the public and not exclusive to fleet/transit. Additionally, it can be used for charging stations at more than one site in a community and to expand the power grid in a community as long as it is directly related to the charging of a vehicle. There is a wide variety of preconstruction work/activity allowable under the grant, including connecting adequate power to the charging stations.</p> <p>Additionally, the grant can be used for public and private fleet charging per the "Fleet Vehicles that Serve and Operate in Communities" category within the Community Program, alongside medium and heavy-duty category under the Corridor Program. Bear in mind, chargers also need to be publicly-available, and able to be accessed safely, conveniently.</p>



Grant Disbursement

Question

How often will the grant be offered, and what is included in the package if awarded?

Answer

This is the first \$700M round of the collective \$2.5B in funding for the CFI program, which would have a second round. There will also be 3 additional years of funding available.

The Corridor Grant requires a minimum of \$1M with no Maximum, and the Community Grant will provide a range of \$500,000 - \$15M.

For cost/share match requirements, it will be 80% grant funding with 20% cost share match.

There is also a possibility that applicants will be awarded partial grants based on their applications. According to the "scalability" element emphasized within the NOFO, applicants are encouraged to envision/provide detail for a fully built project, while also recognizing what the core project/minimum funding element would be. This can be a helpful way to envision bringing other sitehost partners into the application, "layering" on top of a lead applicant's charging planning as it were.

Please note that if a local government wins an award for one year, they are still able to reapply in later years even if the previous award has not yet been completely spent.

Partnerships

Question

To what extent do partnerships play a role in the application/proposal consideration?

Answer

Communities on either side of a border between states apply collaboratively for CFI Community Funding, and regional/multi-team arrangements can be made up of public, private, and non-profit partners.

Bidding could also be an option – such as for specific services or pieces of work that would need to be contracted out. This includes if you decide to go with a private entity for acquisition, installation, and management of charging infrastructure. Some cities/applicants are also looking to private partnerships to bring in as charging sitehosts, such as



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	<p>universities, hospitals, multi-unit dwellings, or other point of interest charging site possibilities.</p> <p>Local partners and small businesses can also be partner/subrecipient to grant applications. This includes hosting the charging stations, or administering analysis, consumer education activities, etc.</p>
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E-Bikes	
Question	Answer
<p>Where do E-Bikes fit into incentives & grant programs? What work is being done around e-bikes?</p> <p>What work is being done around e-bikes?</p>	<p>The "Multi-Modal Hubs and Shared-Use Fleets and Service" Category under the Community Program allows a lot of consideration/integration of shared and micro mobility, such as bike hubs, charging site planning, etc.</p>