



Charging and Fueling Infrastructure (Round 2)

Developing Indiana's Collaborative Statewide Application

July 10, 2024

IN COLLABORATION WITH
NIPSCO

FAST CHARGING

GOEVIN.COM

Agenda:

- Round 1 vs. Round 2
- State of Indiana Process
- Timeline
- Q and A



CFI Round 1 vs. Round 2 Comparison

Round 1 had \$700 million available

- \$350 million for Community projects
- \$350 million for Corridor projects

Round 2 has \$1.3 billion available

- \$400 million for Community projects
- \$400 million for Corridor projects
- \$521.2 million for previous Round 1 applicants



Round 1 & 2 Comparison

In Round 1, all projects submitted were evaluated for both Community and Corridor Programs, regardless of which program they applied.

In Round 2, applicants must determine which program they will be applying for, and their proposed work, selection criteria, and budget requested must reflect that choice.

- To apply for both programs, applicants may do so in either separate applications or a combined application. However, the above distinctions must be identified.

What this means:

This will hopefully minimize confusion of applications intended sub-program, resulting in more accurate scoring, more accurate distribution of funding, and quicker implementation of projects.



Round 1 & 2 Comparison

Of the \$2.5 billion CFI funding available, only \$622.57 million was awarded in Round 1.

Summary of Funding Available Under this CFI NOFO Round 2

Fiscal Year and Program of Funding in this NOFO	Total Funding (approximately)	Funding for Applications Submitted under this NOFO Round 2	Funding for Applications Previously Submitted under FY 2022/2023 CFI NOFO Round 1
CFI FY 2024	\$500,000,000	\$100,000,000	\$400,000,000
CFI FY 2025	\$600,000,000	\$600,000,000	
NEVI 10 FY 2023	\$21,200,000		\$21,200,000
NEVI 10 FY 2024	\$100,000,000		\$100,000,000
NEVI 10 FY 2025	\$100,000,000	\$100,000,000	
Total Available (approximately)	\$1,321,200,000	\$800,000,000	\$521,200,000

Round 1 & 2 Comparison

In Round 1, there was no page limit on application components.

In Round 2, the narrative documentation must not exceed 25 pages including:

- Project Narrative
- Budget Information
- Project Merit Criteria
- Project Readiness and Environmental Risk

What this means:

Those who submitted last round must consolidate their proposal into 25 pages if they intend to submit for Round 2.



Round 1 & 2 Comparison

In Round 1, AFC sites for corridor projects must be no greater than 1 mile from exit or highway intersections along designated corridors.

In Round 2, AFC sites for corridor projects must be no greater than 5 miles from exit or highway intersections along designated corridors.

What this means:

For states that have hard to access locations, little to nothing at exits, power restrictions, and rural locations – this is an opportunity to build out an EV charging network.



Round 1 & 2 Comparison

In Round 1, proposed chargers needed to be in publicly accessible locations, and locations that required parking fee for entry were not permitted.

In Round 2, grant recipients may place infrastructure in parking garages, on-street parking locations, and other parking facilities that charge a parking fee, as long as the fee is built into the cost structure reported in the project.

What this means:

Parking locations with barriers to entry are now eligible project locations, opening up significantly more opportunities throughout the U.S.



Round 1 & 2 Comparison

In Round 1, Justice40 directed 40% of overall benefits of certain federal investments to flow to disadvantaged communities.

In Round 2, Justice40 is more clearly defined by these parameters:

- Within Tribal lands owned by Federally Recognized Tribes
- Within a rural community (outside of a census defined urbanized area)
- Within a disadvantaged community in a census defined urbanized area
- Within a ½-mile buffer of a disadvantaged community in a census defined urbanized area

What this means:

Implication: Charging locations are clearly defined for Justice40 areas



Round 1 & 2 Comparison

In Round 1, eligible entities that contract with a private entity (as required for the Corridor Program or as permitted by the Community Program), shall hold the private entity responsible for the non-federal share.

In Round 2, 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. In this instance, the lead applicant is ultimately responsible for the non-federal cost share.

What this means:

This allows for partnerships with small businesses and other private entities who were previously ineligible because they could not meet the federal match requirements.

Round 1 & 2 Comparison

In Round 1, infrastructure could be located on any public road or in other publicly accessible locations.

In Round 2, neighborhood and multi-family charging, CFI-funded charging stations must “provide convenient, affordable access to charging infrastructure in public or shared private locations.”



Round 1 & 2 Comparison

Additional Project Narrative Categories

(Applicants must meet AT LEAST one criteria, however they are encouraged to meet more than one.)

	Additional Project Narrative: Community 2024	Additional Project Narrative: Corridor 2024
Urban/Suburban Area Charging and Fueling Solutions	Neighborhood and Multi-Family Charging	Demonstrate Build-Out of Alternative Fuel Corridors (AFC)
Multi-Modal Hubs and Shared-Use Fleets and Services	Multi-Modal Hubs and Shared-Use Fleets and Services	Zero Emission Corridors for Medium- and Heavy-Duty Vehicles
Rural Area Charging and Fueling Solutions	Multi-Purpose Workplace and Destination Charging	Long Dwell Time Locations along AFCs
Fleet Vehicles that Serve and Operate in Communities	Community Fleets and Freight	



Summary of CFI Differences

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 application type.	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	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.
Parking Facility Fees	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.
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.

Indiana Collaborative Approach

- IDEM is leading the statewide collaborative application process in *partnership* with INDOT and Drive Clean Indiana.
- Cohesive approach to benefit all of Indiana, including current and planned projects from across the state NEVI, GOEVIN, Hydrogen Hubs, and ZEF/Freight EV Corridors.
- Inclusive of all Hoosiers with public and one-on-one meetings outside of the 9 to 5 workday.
- Prioritize projects in disadvantaged communities (DAC) in a census defined urbanized area, rural community, and within a ½ mile buffer of a disadvantaged community in census defined urbanized area.



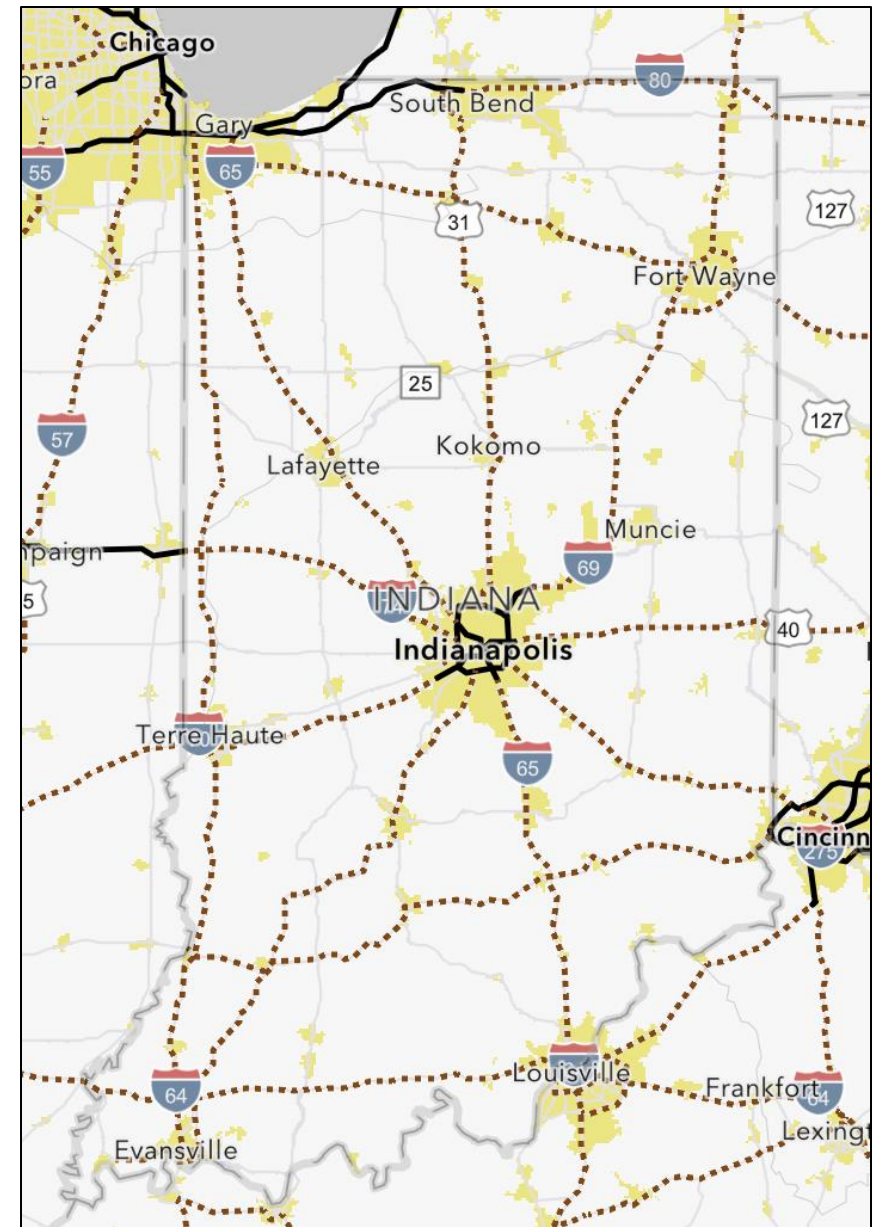
Highway Freight Map Corridors (Source: FHWA)

Alternative Fuel Corridors and Gaps

In Round 2, Justice40 is more clearly defined by these parameters:

- Within Tribal lands owned by Federally Recognized Tribes.
- Within a rural community (outside of a census defined urbanized area).
- Within a disadvantaged community in a census defined urbanized area.
- Within a ½-mile buffer of a disadvantaged community in a census-defined urbanized area.

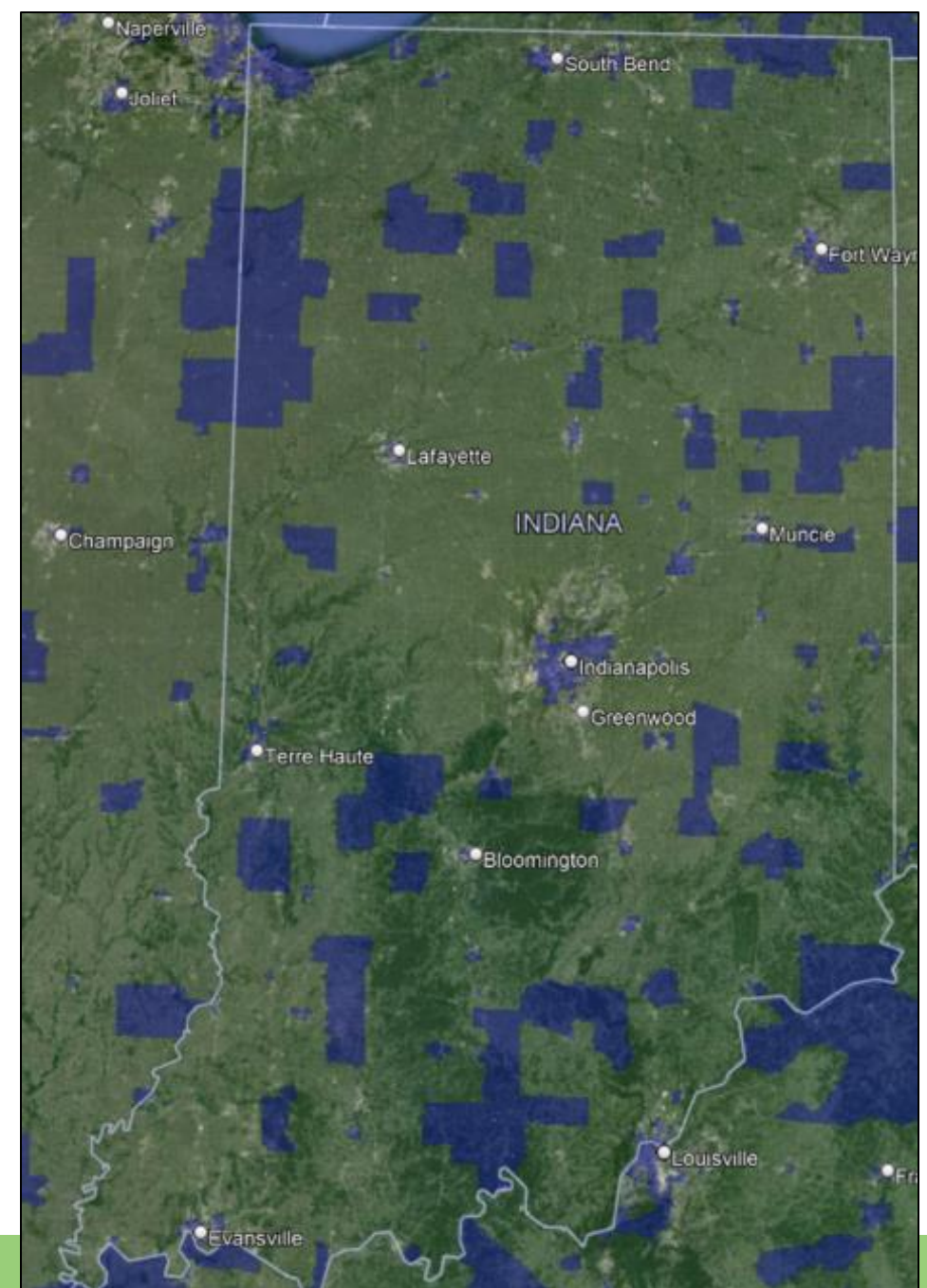
What this means: Charging locations are more clearly defined.



EV AFC Round 1-7 (Source: FHWA)

Statewide Collaborative Priorities

- Improve air quality and quality of life for Indiana citizens.
- Community application, Corridor application, or both?
- Deploy Level 2 Projects that are needed in DACs.
- Focus on Zero Emissions.
- Inclusion of Disadvantaged Business Entities.
- Build out Alternative Fuel Corridors.



IN DAC (Source: CEJST)

Process and Next Steps

- Complete Project Intake Form to express interest and/or provide insight before July 24, 2024.
- You will be contacted by the GOEVIN team, if your project meets the CFI Merit Criteria, to start completing required forms.

Project Intake Form Requirements and Considerations:

- Start developing project Scope of Work.
- Identify project costs of electric upgrades, hardware, software, O&M and other operating costs
- Who is the site host owner?
- If the applicant is not the site host owner, you will need to provide a third-party applicant that will need to provide a copy of a 5-year commitment/lease to work with the site host.
- Who will provide the minimum 20% cost share?
- Is the equipment being proposed Build America, Buy America Act (BABA) compliant?
- Is your project equipment consistent with NEVI requirements?
- Does your project location meet the minimum NEVI requirements?
- What is your project timeline?

Key Dates

-Complete Project Intake Form by July 24, 2024!

[Click Here for Link](#)

*Projects not submitted by the deadline may not be included.

-IDEM will submit application by August 28, 2024.

-If awarded, Federal Grant Agreement expected by late-2024 to mid-2025.

-Anticipated Indiana partner projects to start Q3 to Q4, 2025.

-Please reach out to schedule a meeting.



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Questions?

Please type your
questions into
the chat

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Thank you!

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