



## GRANT INSIGHTS

The purpose of the **Electric Vehicle Charger Reliability and Accessibility Accelerator** program is to enhance and maintain the reliability of existing electric vehicle (EV) infrastructure by repairing and replacing existing, publicly accessible chargers that are broken or non-operational. Program funds are authorized through the Infrastructure Investment and Jobs Act (IIJA).

Program goals are aligned with the Justice40 Initiative—which has set a goal of building a convenient, affordable, reliable, equitable, and Made-in-America EV charging network along the Nation’s highways and within our communities. The Federal Highway Administration will use the Climate and Economic Justice Screening Tool to track how assisted chargers benefit disadvantaged communities; the same tool can be used by recipients of awards to help prioritize projects that maximize benefits to disadvantaged communities.

<b>Federal Agency Name</b>	<b>U.S. Department of Transportation, Federal Highway Administration</b>
<b>Funding Opportunity</b>	<b>Electric Vehicle Charger Reliability and Accessibility Accelerator</b>

<b>NOFO Release Date</b>	9/13/2023
<b>Letter of Intent Due Date</b>	n/a
<b>Application Due Date</b>	11/13/2023 by 11:59 p.m. EST via <a href="http://www.grants.gov">www.grants.gov</a>
<b># of Programs:</b>	Repair or replace existing broken or non-operational publicly accessible Level 2 or Direct Current Fast Charging (DCFC) EV chargers
<b>Total Funding Available</b>	\$100M
<b>Award Minimum</b>	None - Award amounts will be based on the application and budget submitted
<b>Award Maximum</b>	None - Award amounts will be based on the application and budget submitted
<b>Recipient Cost-Share/ Match Requirements:</b>	Minimum of 20% of the Total Project Cost via non-Federal contributions



<p><b>Summary</b></p>	<p>Eligible projects may include:</p> <p>Repairment: including hardware and labor costs up to, but not including full replacement of EV chargers and intrinsically related equipment necessary to ensure broken or non-operational chargers resume at fully operational status for at least five (5) years and function as intended by the manufacturer.</p> <ul style="list-style-type: none"> <li>• Repairing or replacing broken components or subcomponents</li> <li>• Upgrading broken hardware or functional hardware</li> <li>• Repairing or replacing broken connector port and adding additional port(s)</li> </ul> <p>Replacement: including hardware, permitting, service upgrade, and labor costs necessary to remove broken or non-operational EV chargers from service and, at the same location, install new chargers that remain operational for five (5) years and function as intended by the manufacturer.</p> <ul style="list-style-type: none"> <li>• Fully replacing EV chargers</li> <li>• Fully replacing equipment intrinsic to Electric Vehicle Supply Equipment (EVSE)</li> <li>• Upgrading hardware</li> </ul>
<p><b>Eligible Applicants</b></p>	<ul style="list-style-type: none"> <li>• State DOTs</li> <li>• Local governments</li> </ul> <p>States and localities are encouraged to coordinate to the extent possible to address broken and non-operational chargers.</p> <p>* Eligibility is limited to applicants located in an area with an existing broken or non-operational publicly accessible Level 2 or direct current fast charging (DCFC) EV charger.</p>
<p><b>Special Considerations</b></p>	<p>Prioritized Evaluation Criteria includes:</p> <ul style="list-style-type: none"> <li>• Necessity of EV infrastructure repair or replacement</li> <li>• Adequacy of the plan for ongoing ownership/stewardship</li> <li>• Ability to meet 12-month timeline for charger to be operational post-award</li> <li>• Availability of required matching contributions</li> </ul>
<p><b>Notes</b></p>	<p>Applicants are encouraged to submit applications with their contractors or subaward recipients identified, to the extent allowable, under their procurement requirements.</p> <p>Applicants are strongly encouraged to work directly with site hosts and current owners or operators to ensure viability of the project.</p> <p>Whenever possible, applicants are encouraged to submit applications that include multiple locations to streamline the application process and review.</p> <p>Broken and non-operational chargers will be limited to those listed in the Alternative Fuels Station Locator, which is maintained by the National Renewable Energy Laboratory (NREL) through its Alternative Fuels Data Center (AFDC)</p> <p>Applicants must comply with the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680). Some of the key requirements include number of charging ports, connector type, payment methods, long-term stewardship, technician qualifications, data submittal, and minimum uptime.</p>
<p><b>Contact Information</b></p>	<p>Please submit all questions to <a href="mailto:RAA-NEVI@dot.gov">RAA-NEVI@dot.gov</a> by October 13, 2023.</p>

