



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

**Technical Advisory Committee Meeting
Thursday, June 20, 2024
9:00 am to 10:00 am**

HYBRID MEETING: IN PERSON AT THE ALBANY ABC CONFERENCE ROOM
1400 Queen Ave, SE Albany, Oregon 97322; Downstairs Conference Room

OR

Via Teams by clicking [HERE](#)

Meeting ID: 295 018 527 261

Passcode: 35XuKi

Mobile One Click Number

[+1 872 242 8088](#)

Phone Conference ID 419 584 141#

Contact: Billy McGregor, bmcmgregor@ocwcog.org

AGENDA

1)	9:00	Call to Order, Agenda Review, and Roll Call	Chair, Chris Cerklewski
2)	9:10	Public Comments	Chair
3)	9:15	Approve minutes of March 21, 2024 (Attachment A) <i>Action: Decision on minutes</i>	Chair
4)	9:20	STIP Notification (Attachment B) Staff Adjustments are brought to the TAC for information. <i>Action: Informational</i>	McGregor
5)	9:25	STIP Approval (Attachment C1 & C2) Full amendments are brought to the TAC for approval before going to the Policy Board. <i>Action: Approval of amendments</i>	McGregor
6)	9:35	AAMPO Website Transition (Attachment D) Overview of website changes intended to be made in FY'25 to increase reliability and better align with CAMPO following AAMPO's UPWP task 310. <i>Action: Informational</i>	McGregor
7)	9:40	Title VI Survey Notice (Attachment E)	McGregor

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at 541-812-2002. TTY/TTD 711.

		Notice of the upcoming Title VI Survey for update of AAMPO/CAMPO's joint Title VI Plan, currently under ODOT review. Action: Informational	
8)	9:45	CFI Grant Opportunity (Attachment F) Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity. Action: Informational	McGregor
9)	9:50	Jurisdictional Updates/Other Business <ul style="list-style-type: none"> • AAMPO Staff • Benton County • Linn County • Tangent • Albany • Jefferson • Millersburg • ODOT 	All
10)	10:00	Adjournment Next regularly scheduled meeting: Thursday, July 18, 2024.	Chair

ATTENDENCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Councilor David Watkins	City of Jefferson	
Janelle Booth	City of Millersburg	
Chris Cerklewski (Chair)	City of Albany	
Joe Samaniego (Vice-Chair)	City of Tangent	
Daineal Malone	Linn County	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

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Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Virtual Meeting Via Microsoft Teams Technologies

Thursday March 21, 2024

9:00 am – 11:00 am

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
David Watkins	City of Jefferson	Yes
Janelle Booth	City of Millersburg	Yes
Chris Cerklewski (Chair)	City of Albany	Yes
Joe Samaniego (Vice-Chair)	City of Tangent	Yes
Daineal Malone	Linn County	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Cody Franz, Benjamin Kahn, Susan Patterson, Sarah Peters, Laurel Byer, Brain J Hurley, Ryan Farncomb, Cody Meyer, and Steve Harvey

Staff: AAMPO Planner Billy McGregor, Transportation Manager Nick Meltzer, CAMPO Planner Corum Ketchum, and Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Roll Call	AAMPO Staff Billy McGregor conducted roll call after the Chair Chris Cerklewski called the AAMPO TAC meeting to order.	The meeting was called to order at 9:00am by the Chair Chris Cerklewski.
2. Chair Nomination	<p>A Chair of the AAMPO TAC shall be elected at the first regularly scheduled meeting of each calendar year and shall hold the office until their successors are selected.</p> <p>The chair shall not serve for more than two consecutive years.</p> <p>The AAMPO TAC Members in attendance nominated Chris Cerklewski to continue serving as Chair of the Technical Advisory Committee, and Joe Samaniego to service as the vice-chair. This nomination was approved by consensus.</p>	The AAMPO TAC Members in attendance nominated Chris Cerklewski to continue serving as Chair and Joe Samaniego to serve as the Vice-Chair of the Technical Advisory Committee. This nomination was approved by consensus.
3. Public Comments	There were no public comments presented at this time to the AAMPO TAC.	There were no public comments.
4. Approve minutes of October 19, 2023, (Attachment A) <i>Action: Decision on Minutes</i>	David Watkins moved to approve the AAMPO TAC Minutes of the October 19, 2023, meeting. Janelle Booth Seconded, and the motion carried successfully.	David Watkins Moved to approve the AAMPO TAC Minutes of the October 19, 2023, meeting. Janelle Booth Seconded, and the motion carried.
5. Grant Opportunities <i>Action: Discussion</i>	<p>McGregor introduced Susan Patterson the new Grant Writer at the COG.</p> <p>Susan Patterson shared that she started in February, and is starting to get acquainted with the cities and communities to start building a “needs” list before looking for specific grants.</p>	

The first step is the meeting with Sweet Home's city manager. She will be meeting with all the city managers over the next couple of months. The goal is to see the needs of the region and Susan will work to find the best grant opportunities for that.

David Watkins from Jefferson noted a need is main street near the bridge as it has started to drop with a gap of almost a foot between the sidewalk and the street level. They are looking for a grant to help fix it with a cost of nearly \$1 million to level and fix it.

Patterson shared information on ODOT's Safe Streets for all grants, with requirements to have action plans in place before you can move forward with the grants.

Patterson shared other federal grant opportunities for smaller communities that are coming down the pipeline with the AAMPO TAC members and guests in attendance.

James Feldmann shared the following recent announcement for a federal bike/ped grant program: Active Transportation Infrastructure Investment Program (ATIIP), <https://grants.gov/search-results-detail/353043>.

Patterson shared that there will be a fee structure associated with the COG's grant program however it hasn't been set in stone yet.

The chair, Chris Cerklewski asked if the link for the Bike/Ped grant can be sent out to all members after this meeting. McGregor confirmed staff will send it out.

The group discussed the potential of Albany, AAMPO, and CAMPO, to partner to apply with a regional focus for the electrical charging station grants.

Transportation Manager Nick Meltzer noted that the goal for the EV Charging would be to possibly apply as a corridor for highway 20.

	<p>Patterson mentioned that once she receives more information from the Climate office at ODOT, she can pass it along to the AAMPO TAC members as well.</p>	
<p>6. STIP Approval (Attachment B)</p> <p>Action: <i>Approval of amendments</i></p>	<p>McGregor shared the STIP memo for amendments with the AAMPO TAC Members in attendance. There are two full amendments (24-27-0870 and 24-27-0855). If these are approved by the TAC they will be forwarded onto the Policy Board for approval.</p> <p>Vice-Chair Joe Samaniego motioned to approve the two STIP Revisions as presented. David Watkins seconded. The motion was carried out and these amendments will be forwarded onto the Policy Board next week for final approval.</p>	<p>Vice-Chair Joe Samaniego motioned to approve the two STIP Revisions as presented. David Watkins seconded. The motion carried out and these amendments will be forwarded onto the Policy Board next week for final approval.</p>
<p>7. FAUB – MPA Boundary Adjustments</p> <p>Action: <i>Adopting a metropolitan planning area boundary that coincides with the Federal Urban Aid Boundary</i></p>	<p>Meltzer shared in November 2023 the group discussed the federal aid urban boundary which is currently different from the metropolitan planning area boundary. Staff are proposing to make these boundaries the same, as they were originally referenced as the same.</p> <p>McGregor shared the FAUB-MPA map with the AAMPO TAC Members in attendance.</p> <p>Meltzer provided an overview of the different areas and boundaries for the AAMPO region.</p> <p>Stockhoff moved to approve the adoption of the MPA Boundary to coincide with the FAUB. Janelle Booth seconded. The motion carried successfully.</p> <p>Feldmann noted that now that the boundary has been approved, ODOT is working on approving the federal functional classifications for streets. This will need to be approved by AAMPO Staff and ODOT for the jurisdictions in the region.</p> <p>Each jurisdiction will need to determine if the changes are correct, and after the changes are proposed MPO staff and ODOT staff will work</p>	<p>Stockhoff moved to approve the adoption of the MPA Boundary to coincide with the FAUB. Janelle Booth seconded. The motion carried successfully.</p>

	<p>together to approve the corrected changes before they move up the chain to the federal staff.</p> <p>Feldmann noted anything above a major collector is eligible for federal funding.</p> <p>Currently, ODOT is missing Albany, Linn County, Millersburg, and Jefferson for their street classifications changes. These cover changes for the next 2-4 years.</p> <p>Feldmann stated all changes need to be adopted and approved before the end of June 2024.</p> <p>This will be addressed at the next AAMPO TAC meeting as well by MPO and ODOT staff.</p>	
<p>8. UPWP'24 Funding Shift (Attachment C)</p> <p>Action: Informational</p>	<p>McGregor noted for transparency, the change is to reallocate budgeted funds from task 230 to task 240 due to the RTP overrun. This means the task will carry over into the fiscal year 2025.</p> <p>This has been an ongoing process to work with Albany Transit and Barry Hoffman to build an electrical fleet plan for Albany Transit. This means an ongoing partnership with Pacific Power.</p> <p>The goal is to do most of the work in-house and get it validated with the extra funds being moved over.</p> <p>McGregor noted this isn't an approval item, this is more of a transparency notice.</p>	
<p>9. Unified Planning Work Program (UPWP) Changes (Attachment D1 and D2)</p> <p>Action: Consent to changes, Approval</p>	<p>McGregor shared for ease of use, there was a change log included in the packet to discuss the UPWP review and changes. The comments were reviewed with FHWA, and other federal partners and the final outcome were the listed changes.</p> <p>There were changes made to Task 100, 200, 300, and 500.</p>	

	<p>Meltzer noted that these are out for public comment right now, but to motion to send to policy board would be with the understanding that it is still out for public comment.</p> <p>Gary Stockhoff motioned to approve the UPWP changes and forward to the AAMPO policy board pending public input for final approval. Janelle Booth seconded. The motion carried successfully.</p>	
<p>10. CFEC Performance Targets (Attachment E1 and E2) Action: Informational</p>	<p>Brian Hurley from ODOT and Cody Meyer from DLCD introduced the presentation to the members and guests in attendance.</p> <p>Hurley from the ODOT climate office shared the Climate Friendly and equitable community's greenhouse gas reduction performance measures with the AAMPO TAC members and guests in attendance.</p> <p>This presentation provided an overview of performance measures, targets and reporting requirements. It also covers the process, and reporting with time for discussion and next steps. There will also be consultant support from Parametrics and DKS.</p> <p>The CFEC is a new program for the eight largest regions to promote sustainable and equitable transportation and land use planning. The key requirement is the local governments must track performance measures adopted in state planning rules. For Oregon those are OAR 660-012-0905; OAR 660-012-0910; and OAR 660-044-0025.</p> <p>The performance measures align with goals to increase transportation options, promote equitable outcomes, and reduce GHG emissions. Meyer noted that these are 4-year goals. This process was started in 2018, and more will likely be added to these measures as time passes on.</p> <p>Meyer shared the different performance measures that are outcome based for this 4-year set of goals. There are more of the implementation actions in this set. These covered topics like active transportation, transportation options, transit, parking cost</p>	

	<p>management, transportation systems, and compact mixed-use development.</p> <p>Meyer shared that by rule the basic requirements is city and counties need to establish targets for the required performance measures in the transportation planning rules and track progress toward 2050 performance targets.</p> <p>Hurley shared how the group will set targets, the team has developed an approach to target setting for each measure listed in OAR 660-012-0905. These will have proposed methodology for target setting and baseline data collection will be provided, targets will be set based on the STS or local goals and priorities if it exceeds the STS.</p> <p>Flexibility in all cases, data available will vary, local context varies, etc.</p> <p>Hurley shared data needs that the team will work with jurisdictions to gather. Areas of need are GIS/Spatial data, demographic information, housing data, transportation system information, transit networks and stops, and public parking.</p> <p>Hurley shared the CFEC requirements including: Major report due the years region adopts an MPO RTP; Report Process toward targets, what is the status of the measure and progress toward 2050 target; Policy actions, what changes to policies and regulation have been made to help meet targets; and correction actions, what corrective actions will be taken to improve performance for any measure that does not meet the target.</p> <p>The CFEC will be providing a reporting requirements template that can be modified as well for reporting purposes in order to stay compliant with the new rules. The goal is for it to be easy to fill out with the data sources and methodologies easily laid out.</p>	
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	<p>Meyer shared the link to the EMC local funding handbook: https://www.oregon.gov/odot/climate/Documents/EMC_Local_Funding_Handbook.pdf.</p> <p>Hurley shared the MPO Target reporting process with alignment with state policies and targets. The MPOs shall establish targets by either going with ODOT's thoughts or by agreeing to plan and program projects to they contributed towards the accomplishment of the state DOT GHG target or developing their own quantifiable target for their metropolitan planning area.</p> <p>For rule guidance on MPO targets: MPOs have flexibility to set targets that work for their respective policies and priorities so long as they targets are declining. State DOT's and MPOs will set and determine targets based on appropriate data as informed by the Date DOT and MPO policies and priorities.</p> <p>For reporting specifically, in RTP in a system performance report int eh metropolitan plan. For DOTs in a manner that is documented and a reported in the same year for every four years.</p>	
<p>11. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • AAMPO • Albany • Benton County • Jefferson • Linn County • Millersburg • Tangent • ODOT 	<p>AAMPO Updates: McGregor shared the staff's plan to start implementing a hybrid meeting schedule for the AAMPO TAC. The goal would be to have foul weather months meetings for virtual and fair weather months hybrid as well to encourage in-person participation during those months.</p> <p>Fair weather months would be April through October when the hybrid meetings will be held.</p> <p>Jurisdictional Updates: <i>Albany:</i> The Chair, Chris Cerklewski shared they are working on street projects with summer with repaving happening around the heritage mall area with nightwork happening to limit impact. The next part of Queen Ave to Pacific will be repaved this summer as well.</p>	

	<p><i>Benton County:</i> Gary Stockhoff shared that currently the design and hopeful move forward of the path from Hickory to Rainwater, however that was met with great resistance from the property owners.</p> <p><i>Jefferson:</i> David Watkins shared that it is always exciting in Jefferson, there was notification from ODOT that the bridge will be worked on this summer, however the bridge won't be closed so Jefferson will be interested in detail on how that will be done.</p> <p>Currently the rains have had issues with flooding houses and streets recently which have been big issues.</p> <p><i>Linn County:</i> There was no Linn County member present at today's meeting.</p> <p><i>Millersburg:</i> Janelle Booth had to leave early for a meeting conflict and was unable to provide an update for Millersburg.</p> <p><i>Tangent:</i> Joe Samaniego had to leave early for a meeting conflict and was unable to provide an update for Tangent.</p> <p><i>ODOT:</i> James Feldmann shared Ellsworth bridge work details link with the group: https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20428. There is a Corvallis to Albany path planning project coming up, so the path at rainwater's issues will be followed closely.</p> <p>Other Business: There was no other business shared with the members and guests in attendance.</p>	
12. Adjournment	The next AAMPO TAC Meeting is scheduled for Thursday, April 18, 2024.	The meeting was adjourned at 10:45am by the Chair Chris Cerklewski.

MEMORANDUM

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County •
Benton County • Oregon Department of Transportation



Date: June 20, 2024
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Notification of Technical Advisory Committee regarding Staff Adjustments to project 18850 and project 21185.

Project 21185 was shown to the TAC on February 15, 2024 with the revision information “Slip right of way phase to begin in FFY25 and the utility, construction and other phases to begin in FFY26.”

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation’s capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. AAMPO acts as the regional coordinator to the STIP helping ensure that revisions and other adjustments are processed appropriately. AAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Revision Types

There are three types of STIP and MTIP revisions processed by AAMPO, listed below. Additional details on STIP and MTIP amendments can be found in the AAMPO MTIP policy [HERE](#).

- **Full Amendments:** Require the greatest level of scrutiny and are brought to the Policy Board for discussion and approval. The TAC makes a recommendation to the Policy Board regarding approval of the amendment and also determines what level public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, AAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

STIP Revisions

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Staff Adjustment 24-27-1117	18850 Corvallis to Albany Trail: Scenic Dr. - Springhill	Complete NEPA and right of way purchase, construct off-highway multiuse path.	Slip the Construction phase to start in federal fiscal year 2026.
2	Staff Adjustment 24-27-1162	21185 Queen Avenue Rail Crossing (Albany)	Upgrade existing railroad warning devices to improve pedestrian safety.	Slip the Right of Way, Other, Utility Relocation and Construction phases to start in federal fiscal year 2027.

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: April 18, 2024
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision by Technical Advisory Committee regarding Full Amendment to project 23596.

Overview

The purpose of this memorandum is to provide an update on recent revisions to the Statewide Transportation Improvement Program (STIP) relevant to the Albany Area Metropolitan Planning Organization (AAMPO). A summary table of recent revisions can be found on the following page.

Background on the STIP and MTIP

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STIP Revisions

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Preemptive/ Full Amendment 24-27-0758	23596 US20: Scenic Drive to North Albany Road (Albany)	Phase 3 work will develop to the design acceptance package milestone (DAP) and include safety improvements, stormwater treatments, signage and marking upgrades at the rail crossing.	Create a new project from projects 21191 and 22302, with new key number and name.

Additional Information

Background:

The U.S. 20 Safety upgrades project was a House Bill 2017 project to make safety improvements on the corridor between Albany to Corvallis. The project was split into three phases defined by location. The design for the three phases, and construction of Phase 1 was covered under the original key number, KN21191. A second key number, KN22302, was created to deliver construction of Phase 2.

With both Phase 1 and Phase 2 construction complete, we are asking for a new key number and name to continue design and future potential construction of Phase 3. Phase 3 work will develop to the design acceptance package milestone (DAP) and include safety improvements, stormwater treatments, signage and marking upgrades at the rail crossing.

As Phase 3 nears DAP, more investigation and alternatives analysis is needed. Moving the work to a new key number will:

- Better portray the actual project location of the project.
- Simplify tracking and environmental documentation for current and future work.
- Provide transparency while looking for future funding opportunities.

Contingent

This project is a preemptive approval request contingent on initial approval from ODOT's Delivery and Operations Division Administrator. The purpose of this preemptive approval is to allow immediate approval if the project receives approval from ODOT's Delivery and Operations Division Administrator.

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Date: April 18, 2024
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Action Requested

Decision by Technical Advisory Committee regarding Full Amendment to project 23596.

Overview

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STIP Revisions

Row	Revision Type/Amendment	Project Key Number/s & Name/s	Project Description	Revision Information/Amendment Detail
1	Full Amendment 24-27-1247	23673 CWCOG Transportation Options FFY24 - FFY27	Create new Transportation Options project, moving \$260,121.56 from project key 23147, \$239,965.75 from project key 23048, and \$194,691.08 from project key 23397.	Create new SW TDM project. Splitting \$260,121.56 from K23147, \$239,965.75 from K23048, and \$194,691.08 from K23397.

MEMORANDUM

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Date: June 20, 2024
To: AAMPO Technical Advisory Committee (TAC)
From: Billy McGregor, AAMPO Staff
Re: AAMPO Website Transition

Purpose

Notify the TAC of AAMPO staff action related to the FY'25 UPWP.

Overview

AAMPO has until currently maintained its own website separate from the Corvallis Area MPO website. In recent years both conversation regarding merger of the MPOs as well as several tech outages have shown the need for AAMPO to perform both a server host and webpage format change.

Details

Web designer Project A has been contacted to set up a new AAMPO website that mirrors that used by CAMPO. They have estimated a cost between \$4,000 and \$5,000 dependent on the number of pages associated with the site, and other changes requested. CAMPO website can be viewed at <https://corvallisareampo.org/>.

Action

AAMPO staff will be hiring web design firm Project A (<https://projecta.com/>), based out of Ashland, Oregon.

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Date: June 20, 2024

To: AAMPO Technical Advisory Committee (TAC)

From: Billy McGregor, AAMPO Staff

Re: Title VI Survey

Overview

Each year AAMPO staff prepares a required Title VI Accomplishment Report that includes a demographic survey of TAC and Policy Board members. The information gathered by this survey is anonymized for the purposes of the report.

Action

AAMPO staff will be sending out a demographic survey to both the TAC and Policy Board following the June meetings. The full survey is shown on the following page.

MEMORANDUM

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Title 6 Report TAC

EDIT

Demographic Survey

This survey will be submitted to the Oregon Department of Transportation (ODOT) Office of Civil Rights Title VI Team for inclusion in ODOT's Annual Report to the Federal Highway Administration (FHWA) as part of AAMPO's Title VI Accomplishment Report in accordance with Title VI of the Civil Rights Act of 1964 and related federal nondiscrimination directives.

1. Please fill in your name for survey validation purposes. This information will be kept strictly anonymous.

2. What is your gender?

- Female
- Male
- Prefer to self describe
- Prefer not to say

3. Which race/ethnicity best describes you?

- White/Caucasian
- Hispanic/Latino
- Asian/Pacific Islander
- Black and/or African American
- American Indian or Alaskan Native
- Multiple Ethnicity/Other
- Prefer not to say

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Date: June 20, 2024

To: AAMPO Technical Advisory Committee (TAC)

From: Billy McGregor, AAMPO Staff

Re: Charging and Fueling Infrastructure Discretionary Grant Program NOFO

Overview

The [Charging and Fueling Infrastructure Discretionary Grant Program \(CFI Program\)](#) is a competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Alternative Fueling Grants (Community Program); and (2) Charging and Alternative Fuel Corridor Grants (Corridor Program). The Bipartisan Infrastructure Law provides \$2.5 billion over five years for this program to strategically deploy electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

Details

- New applications must be submitted in Grants.gov by 11:59PM EST on August 28, 2024.
- Due date for all applicant questions to CFIgrants@dot.gov by July 29, 2024.
- Community Program Grants
 - Minimum anticipated award of \$500,000
 - Maximum award of \$15M
- Corridor Program Grants
 - Minimum anticipated award of \$1M
 - No maximum award size
- Cost Share
 - Maximum Federal Share shall not exceed 80 percent of the total project cost
 - Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching non-Federal share
 - When a private entity is contracted with, the private entity must agree to pay the non-Federal share of the project cost.
 - The recipient must demonstrate it has taken best efforts to require the private entity to contractually pay for the non-Federal share.
 - Additional information on cost share can be found at 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on [Non-Federal Matching Requirements](#).
- A project expected to reduce greenhouse gas emissions and to expand or fill gaps in access to infrastructure.
- Eligible infrastructure is publicly accessible charging and fueling infrastructure.
- A project located on any public road or in other publicly accessible locations. Examples include:
 - Parking facilities at public buildings, public schools, and public parks
 - Publicly accessible parking facilities owned or managed by a private entity.*