City of Palm Coast, Florida
Agenda Item

Agenda Date: June 6, 2023

Department	CONSTRUCTION MANAGEMENT & ENGINEERING	**Amount**	
Division	ENGINEERING	**Account #**	

Subject RESOLUTION 2023-XX APPROVING THE SUBMISSION OF A GRANT APPLICATION FOR MULTI-CITY CHARGING AND FUELING INFRASTRUCTURE

Presenter: Maeven Rogers, Chief Sustainability & Resiliency Officer

Background:

Council Priority:
D. Sustainable Environment and Infrastructure:

2. **Collaborate with FPL and community partners to provide electric vehicles fast charging stations across multiple locations in the city.**

City staff would like to recommend the pursuit of the Department of Transportation's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program alongside community partners with Palm Coast as lead applicant; Flagler County, Flagler County Public Schools, Daytona State College, City of Flagler Beach, and the City of Bunnell.

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program 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.

Three primary goals associated with this grant

- To establish a robust electric charging station network
- To promote and support projects that alleviate upfront costs of new charging infrastructure
- To assist in the execution of Council's Strategic Action Plan.

This item is to approve the submission of a grant application for multi-city charging and fueling infrastructure.

Recommended Action :
ADOPT RESOLUTION 2023-XX APPROVING THE SUBMISSION OF A GRANT APPLICATION FOR MULTI-CITY CHARGING AND FUELING INFRASTRUCTURE

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program


PALM COAST

Grant Overview

Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program

The grant allows the following:

- Purchasing and infrastructure improvements for EV chargers
- Hydrogen Fueling
- Land purchase
- Paint (if any new paint needs to be placed for the chargers)
- Lighting (if the location is not lit at night, they will pay for this for safety)
- Education
- Any traffic signage needed
- The grant has a mandatory 5-year maintenance fee.
- 80/20 match: donations, private entity, or in full
- Minimum anticipated award of $500,000, Maximum award of $15M

The Need

- Currently there are roughly 25 Chargers for the Flagler County Region that are known to be installed
- EV Adoption Rate (General): 3.38% of total population; given 120,000 people that is an estimate of 3,600 residents

Regional Partnerships

- City of Bunnell
- City of Flagler Beach
- Flagler County
- Flagler County Public Schools
- Daytona State College: Education/Workforce Development

Palm Coast Locations

Southern Recreation Facility, 1250 Belle Terre Parkway

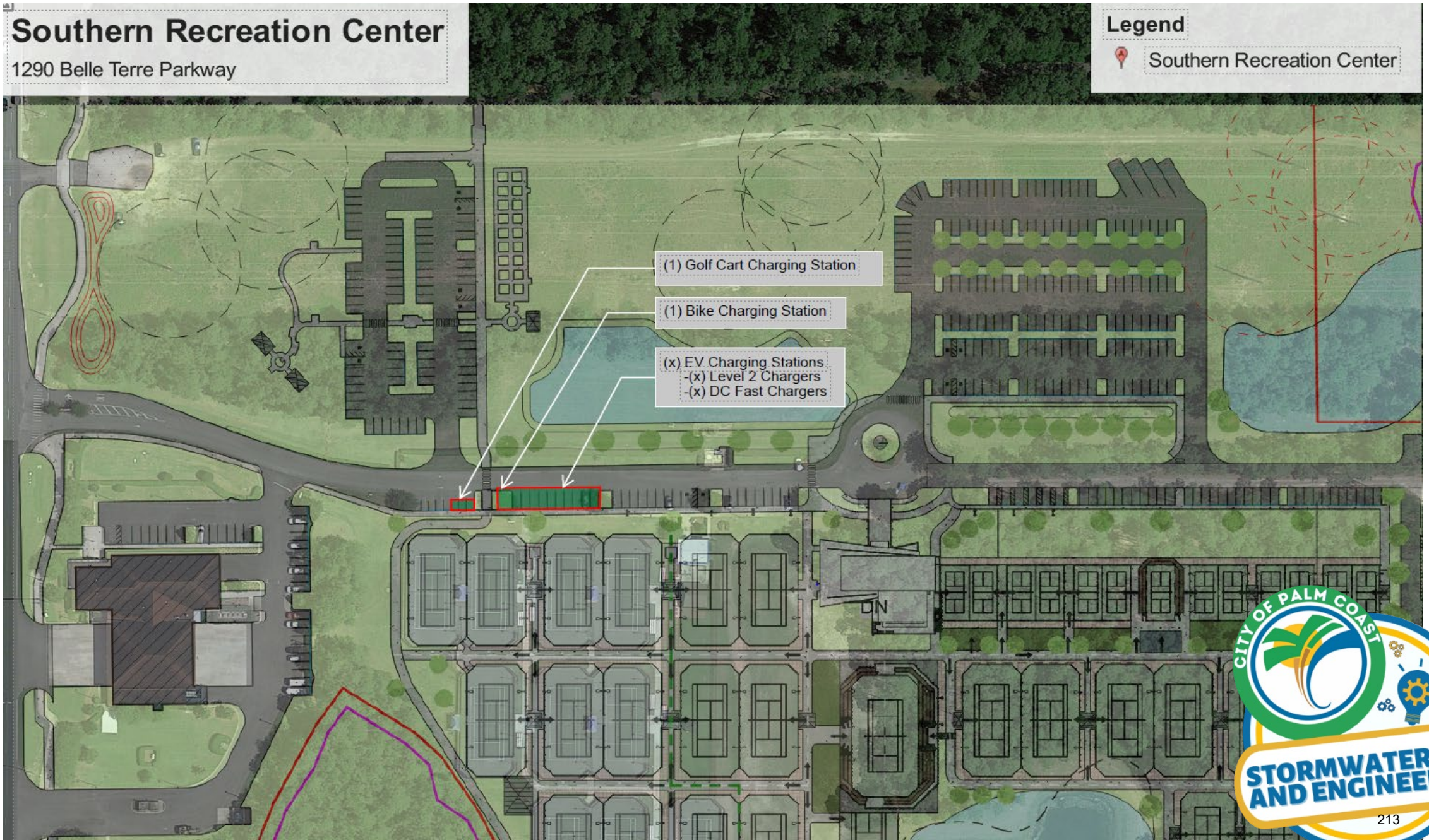
- *2 DC Fast Chargers*
- *3 Level 2s*
- *Electric Bike Station*
- *Golf Cart Charging Station*
- *Solar Canopy*

Holland Park, 18 Florida Park Dr.

- *1 DC Fast Charger*
- *2 Level 2s*

City Hall, 160 Lake Ave

- *1 DC Fast Charger*
- *2 Level 2*


Southern Recreation Center
1290 Belle Terre Parkway
Legend
Southern Recreation Center
(1) Golf Cart Charging Station
(1) Bike Charging Station
(x) EV Charging Stations
-(x) Level 2 Chargers
-(x) DC Fast Chargers
N

Questions?

RESOLUTION 2023-
DEPARTMENT OF TRANSPORTATION GRANT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA APPROVING THE SUBMISSION OF A GRANT APPLICATION FOR MULTI-CITY CHARGING AND FUELING INFRASTRUCTURE; AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE SAID AGREEMENT; PROVIDING FOR SEVERABILITY, PROVIDING FOR CONFLICTS; PROVIDING FOR IMPLEMENTING ACTIONS AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, The City of Palm Coast desires to submit a grant application to the Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for multi-city charging and fueling infrastructure; and

WHEREAS, the City Council of the City of Palm Coast desires to approve the submittal of a grant application for the aforementioned project; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM COAST, Florida AS FOLLOWS:

SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS. The above recitals (whereas clauses) are hereby adopted as the findings of the City Council of the City of Palm Coast.

SECTION 2. APPROVAL OF GRANT SUBMISSION. The City Council hereby approves the submission of a grant application to the Department of Transportation Charging and Fueling Infrastructure Discretionary Grant Program for multi-city charging and fueling infrastructure, as attached hereto and incorporated herein by reference as Exhibit "A."

SECTION 3. AUTHORIZATION TO NEGOTIATE, FINALIZE, AND EXECUTE. The City Manager, or Designee has the authorization to negotiate, finalize, and execute the necessary documents.

SECTION 4. SEVERABILITY. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Resolution are severable, and if any phrase, clause, sentence, paragraph or section of this Resolution shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction,

such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Resolution.

SECTION 5. CONFLICTS. All resolutions or parts of resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 6. IMPLENETING ACTIONS. The City Manager is hereby authorized to take any actions necessary to implement the action taken in this Resolution.

SECTION 7. EFFECTIVE DATE. This Resolution shall take effect immediately upon adoption by the City Council.

DULY PASSED and approved by the City Council of the City of Palm Coast, Florida on this 6th day of June 2023.

ATTEST*:* CITY OF PALM COAST

_____ _____

KALEY COOK, DEPUTY CITY CLERK DAVID ALFIN, MAYOR

APPROVED AS TO FORM AND LEGALITY:

_____

NEYSA BORKERT, CITY ATTORNEY

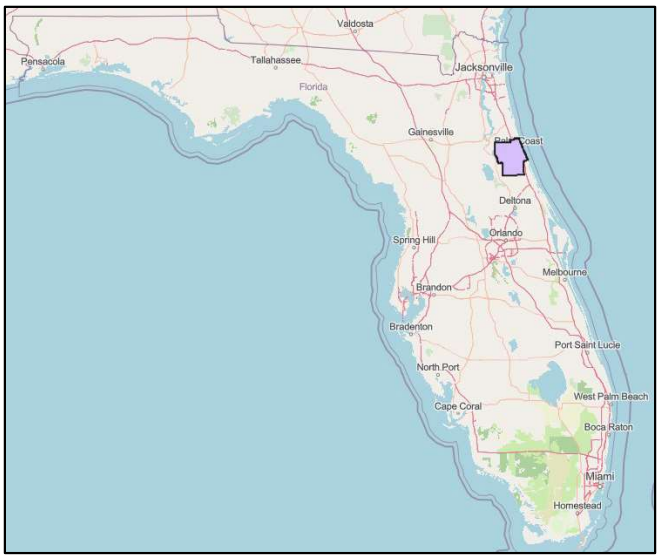
Attachment: Exhibit A – Grant Application

FLAGLER REGIONAL ELECTRIFICATION COALITION (FREC)

PROJECT NARRATIVE

COMMUNITY PROGRAM

I.Flagler County, Florida is embarking on a transformative journey towards a cleaner and more sustainable future, led by the Flagler Regional Electrification Coalition (FREC) comprised of the City of Palm Coast, Flagler Beach, the City of Bunnell, and Flagler County Public Schools. As we strive to increase electrification and renewable energy projects, we recognize the contrasting realities within our community. While we boast breathtaking landscapes and attract affluent tourists and residents, we also face increasing inequity, economic deterioration, and limited opportunities for many residents. It is crucial that we address these pressing issues through transformative actions.



Map showing Flagler County, Florida in purple.

To accommodate our growing population and foster the adoption of alternative fuel vehicles, we are actively seeking federal funding from the Charging and Fueling Infrastructure (CFI) program. With this support, we can revolutionize transportation in Flagler County by significantly increasing the number of EV chargers and prioritizing workforce development in electrification. The infusion of resources will establish an extensive and equitable network of EV chargers throughout our community, ensuring convenient access to clean and sustainable transportation options for all residents, irrespective of their socioeconomic background. This comprehensive approach not only addresses inequity but also paves the way for economic empowerment and social inclusion.

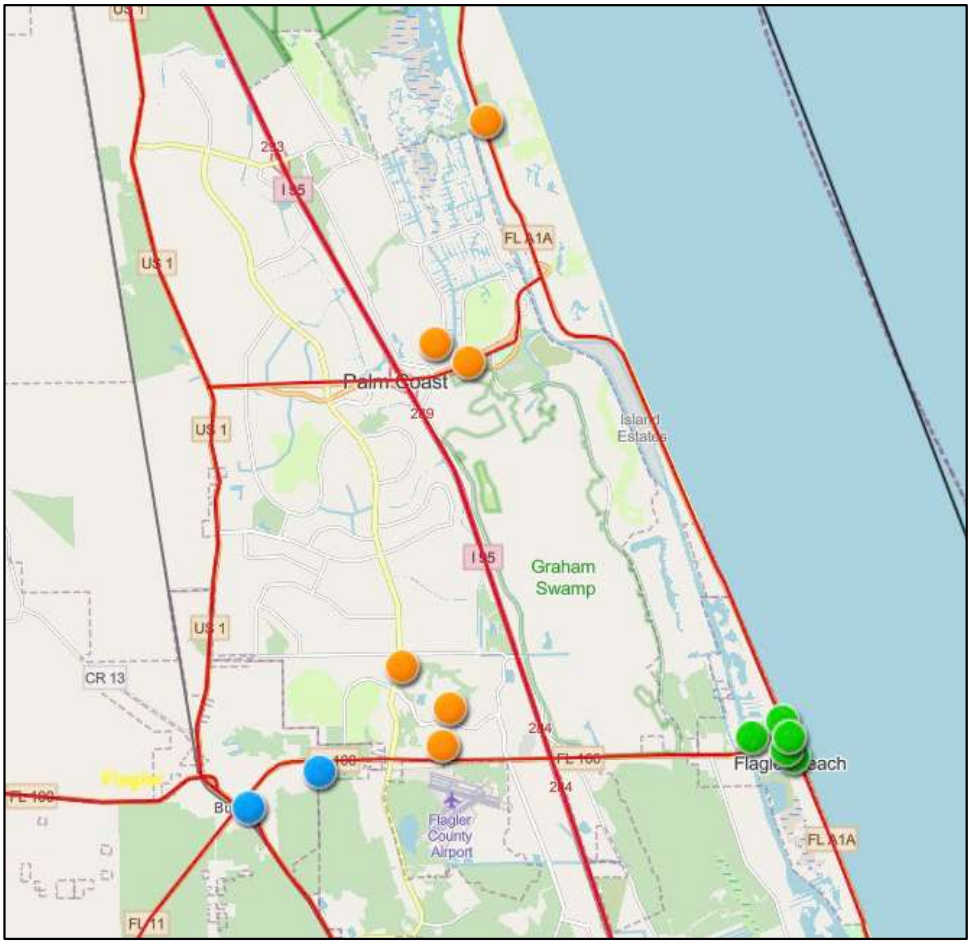
Furthermore, CFI funding enables us to invest in workforce development programs focused on electrification. By providing training and education opportunities, we empower our residents to actively participate in the growing green economy. This creates new employment prospects, promotes upward mobility, and combats economic deterioration and gentrification that have adversely affected our community.

The impact of CFI funding on Flagler County is momentous, representing an opportunity to bridge the gap between prosperity and inequity, and shape a just and sustainable future. Through the expansion of EV

charging stations, we ensure accessibility for residents and visitors reliant on EV charging, fostering sustainable transportation options that benefit all members of the FREC communities.

Establishing a comprehensive charging infrastructure goes beyond tourism advantages. As a rapidly expanding community, Flagler County requires infrastructure capable of supporting growth and accommodating the increasing number of electric vehicles. Convenient access to EV chargers reduces greenhouse gas emissions and air pollution, creating a cleaner and healthier environment for everyone.

Given our vulnerability to climate events like flooding and hurricanes, reliable EV charging infrastructure becomes crucial for swift evacuation measures. EV chargers provide vehicle owners with the means to charge and extend their range, facilitating a smoother and more efficient evacuation process. This contribution significantly bolsters emergency response and evacuation rates, ensuring the safety and well-being of our residents and travelers passing through our community on I-95.



Map showing EV charging installation locations with orange, blue, and green dots. Hurricane evacuation routes in red lines.

A central aspect of our initiative is the creation of a cutting-edge multi-modal resilience hub in Palm Coast, the largest city in our region. This hub will serve as a safe and accessible space, equipped with state-of-the-art amenities, catering to the diverse needs of our residents. By establishing this hub, we enhance electrification efforts and provide convenient transportation options for various modes of travel.

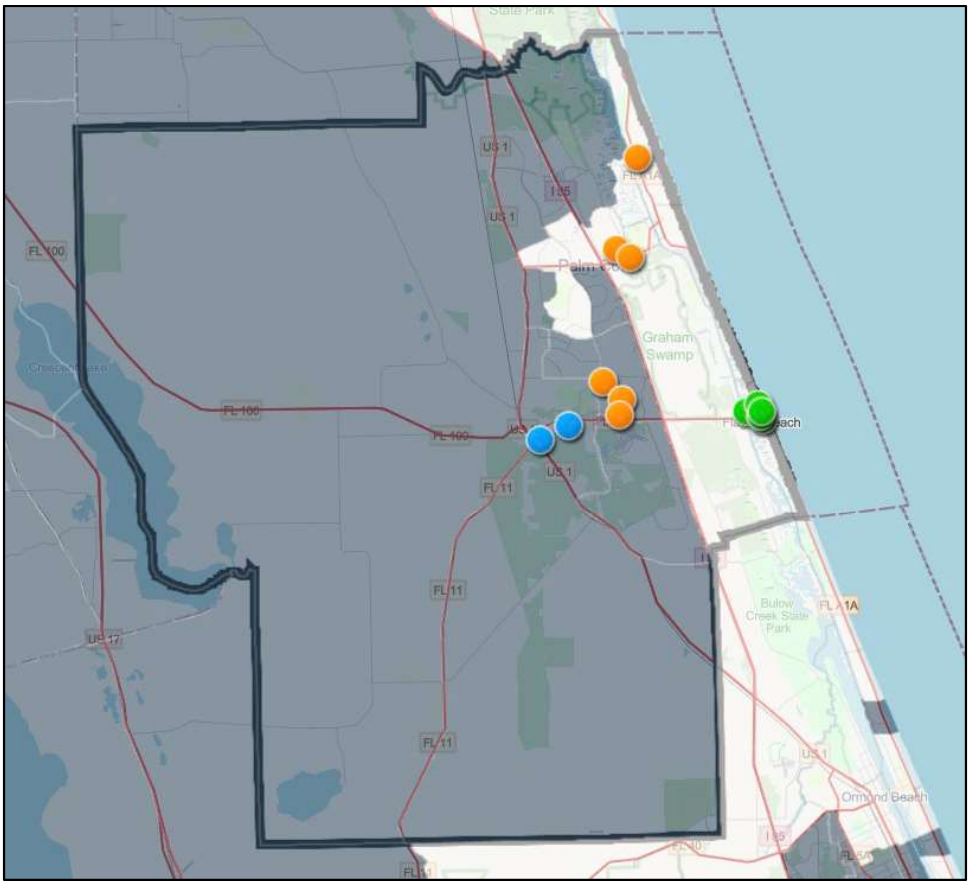
By establishing an expansive network of easily accessible EV charging stations throughout Flagler County, we promote widespread adoption of electric vehicles, reduce dependence on fossil fuels, attract visitors, cater to the specific needs of our population, and enhance emergency evacuation efforts. This comprehensive and inclusive approach fosters sustainability, propels economic growth, and elevates the overall quality of life for both residents and visitors.

With the support of the CFI grant, we can install safe, equitable, and accessible EV charging stations that will have a lasting positive impact on our region, serving as an inspiring model for other coastal communities to emulate.

II.Applicants must address how their project will create good-paying jobs with free and fair choice to join a union, including, but not limited to the use of project labor agreements, promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. Applicants should address how the project promotes local inclusive economic development and entrepreneurship, including prioritizing the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

i.Community Program Under 23 U.S.C. § 151(f)(8)(K), grant funds may be used for educational and community engagement activities (e.g., projects to educate consumers on the availability of new charging and fueling to address range anxiety; projects that work with communities to identify their needs for new charging and fueling infrastructure) to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure; however, this cost is capped at no more than 5 percent of the grant amount the recipient is awarded. As in the Corridor Program, under 23 U.S.C. § 151(f)(7), projects for propane fueling are limited to infrastructure for medium- and heavy-duty vehicles. In addition, under 23 U.S.C. § 151(f)(8)(J), the Secretary may use the Community Program funds for technical assistance to assist grant recipients with the administration of their awarded funds; however, this cost is capped at 1 percent of the of the entire grant amount available for that fiscal year.

III.Additional Project Narrative Information. The FHWA is interested in community charging and fueling deployment projects in several focus areas. As applicable, applicants are encouraged to indicate which focus area(s) their proposed project address(es) and how the project benefits the community and improves access to EV and alternative fueling infrastructure. In addition, in association with the focus areas specified, applicants are encouraged to note whether the project would expand alternative fueling/charging access to rural areas, low- and moderate- income neighborhoods, and/or underserved or hard to reach communities where the private sector may not invest absent federal funding. More than one category can be identified.



Justice40 map showing locations in a disadvantaged community (DAC) (shaded grey), and locations with close proximities to DAC's.

• Multi-Modal Hubs and Shared-Use Fleets and Services: Seek to connect or promote rental vehicle, taxi, carshare, ride-share, ride-hail, bicycle, micromobility, microtransit, and other electrified or alternative fuel multipassenger or active mobility options that provide alternatives to individual vehicle ownership. Projects may also seek to connect national freight corridors with local delivery providers and fleets, such as urban depot charging for lightand medium-duty vehicles.

• Urban/Suburban Area Charging and Fueling Solutions: Provide convenient, affordable access to charging and alternative fuel infrastructure in applications such as multi-unit dwellings and homes without driveways or garages. Projects should seek to advance lower cost and highest return charging solutions with light construction when possible (e.g., pole-based charging). Intersectional charging/mobility hubs that serve both inner-ring suburban and urban needs are also of interest. The EV charging projects should carefully articulate power levels required and demonstrate consideration of gaps to fill among existing charging and fueling infrastructure in order to provide an appropriate power delivery mix (e.g., avoid providing only high-power charging stations as the sole solution). Projects should address innovative ways to address challenges such as curb side access, reservation/convenient availability, reliability, and management of limited spaces. The

DOT encourages collaboration between applicants and owners of the ROW during the application, installation, and maintenance of charging and fueling infrastructure.

• Rural Area Charging and Fueling Solutions: Support multi-purpose use including single occupancy vehicles, medium-duty vehicles and fleets, shared vehicles, and taxi or other service vehicles in the community. Rural areas can present unique challenges and opportunities to provide transportation solutions. Projects should identify and address unique rural challenges and provide affordable solutions for vehicle charging or fueling infrastructure.

• Fleet Vehicles that Serve and Operate in Communities: Enable local mediumand heavy-duty electrification and alternative fuel use for the following vehicle types: (1) Class 3, 4, 5 vans & step vans, class 6 box trucks, class 8 terminal tractors class regional haul tractors; (2) Municipal vehicles (e.g., shuttles, school buses, street sweepers, refuse, pickup trucks and vans); (3) Delivery trucks; or (4) Long haul vehicles.

CORRIDOR PROGRAM

I. Description of project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, geospatial data describing the project location, how traffic safety considerations will be addressed for vehicles entering and leaving the site. Applicants must address how their project appropriately mitigates any safety risks introduced by the project. Prior to receiving funds, all projects are expected to, at a minimum, identify and mitigate to the extent practicable any significant safety risks that could result after the project completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public. Applicants should also consider the NRSS41 when addressing how the projects will support the goal of achieving zero roadway death though a Safe Systems Approach.

Flagler Beach Locations

Location 1	**311 Central Avenue N**
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	104.00

Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 2	*109 5th Street N*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	104.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

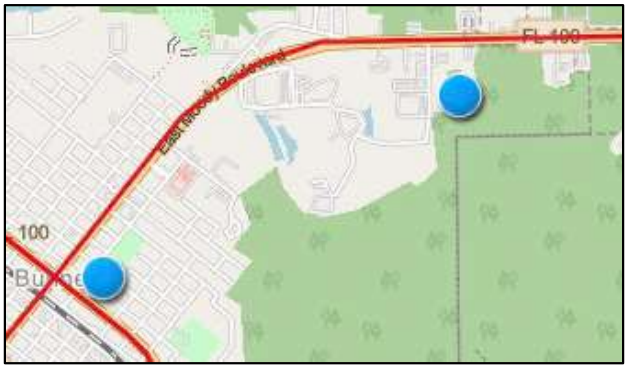
Location 3	*504 Oceanshore South*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	105.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 4	*Corner of S Central Ave and S 8th Street*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	104.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 5	*503 S Daytona Avenue*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	105.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 6	*Veterans Park corner of A1A and SR 100*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	104.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Bunnell Locations



Location 1	***2400 Commerce Parkway, Bunnell, FL 32110***
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	7-10 Level 2 ports and x ADA Compliant charging stations.
Census Tract	Historically disadvantaged tract 103.00

Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 2	***200 S. Church St***
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	1 Level 2 ports and x ADA Compliant charging stations.
Census Tract	Historically disadvantaged tract 103.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Palm Coast Locations

Location	***Southern Recreation Facility, 1250 Belle Terre Parkway***
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	• 3 DC Fast Chargers • 2 Level 2s • Electric Bike Station • Golf Cart Charging Station • Solar Canopy • Battery to offset high usage
Census Tract	Historically disadvantaged tract 102.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 2	*Holland Park, 18 Florida Park Dr.*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	• 1 DC Fast Charger • 1 Level 2
Census Tract	102.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 3	*Community Center, 305 Palm Coast Parkway*
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	• 1 DC Fast Charger • 1 level 2 • 1 Electric Bike Station
Census Tract	102.00
Parking Fees	None

Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 4	Palm Coast City Hall, **160 Lake Ave, Palm Coast, FL 32164**
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	• 2 Level 2 Chargers
Census Tract	102.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 5	5633 North Oceanshore Blvd, Palm Coast FL 32137
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	
Census Tract	104.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.
Area	Urban/Suburban Charging and Fueling

Location 6	5400 State Hwhy 100 Palm Coast 32164
Purpose	
Safety	No additional safety risks associated with installation in existing parking locations. Additional safety precautions will be taken as per safety criteria.
Charging Infrastructure	
Census Tract	104.00
Parking Fees	None
Estimated Budget	Total $xx,xxx, including a 5-year extended warranty period and make-ready construction.

Area	Urban/Suburban Charging and Fueling

For Highly Qualified Merit- Include all 3, Qualified- At least 1:
(1) Provide positive safety benefits for all users;
(2) Does not negatively impact safety for all users;
(3) Promote safety through design.

II. Description of how public accessibility of charging or fueling infrastructure proposed to be funded with a grant under this subsection has been considered, including charging or fueling connector types and publicly available information on real-time availability and payment methods to ensure secure, convenient, fair, and equal access (23 U.S.C. § 151 (f)(4)(A)(i)).

III. Description of outcomes from collaborative engagement with stakeholders (including automobile manufacturers, utilities, infrastructure providers, technology providers, electric charging, hydrogen, propane, and natural gas fuel providers, metropolitan planning organizations, States, Indian tribes, and units of local governments, fleet owners, shared mobility operators, fleet managers, fuel station owners and operators, labor organizations, infrastructure construction and component parts suppliers, and multi-State and regional entities) that address the following for EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure:

- Foster enhanced, coordinated, public-private or private investment;
- Expand deployment;
- Protect personal privacy and ensure cybersecurity; and
- Ensure that a properly trained workforce is available to construct and install infrastructure (23 U.S.C. § 151 (f)(4)(A)(ii)).

Applicants must address how their project will include an equity assessment which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Although not required, applicants are encouraged to use DOT's Transportation Disadvantaged Census Tracts (arcgis.com) tool or equivalent tools in their assessment. Applicants should demonstrate how meaningful public involvement48, inclusive of disadvantaged populations, will occur throughout a project's life cycle. Projects should demonstrate, to the extent possible, that outcomes should target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. Applicants should address how project benefits will increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life.

*For Highly Recommended- Include All, Recommended- At least 1:

1. include an equity analysis which evaluates whether a project will create proportional impacts and remove transportation related disparities to all populations in a project area. Although not required, applicants are encouraged to use DOT's Transportation Disadvantaged Census Tracts (arcgis.com) or EV Charging Justice40 Map (arcgis.com) or or equivalent tools in their assessment
2. Include meaningful public engagement throughout a project's life cycle and to the extent possible, projects that target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities;
3. increase affordable transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, or improve access to resources and quality of life;

4. Enable all people within the multimodal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease;
5. Address, as applicable, the unique challenges rural and Tribal communities face related to mobility and economic development, including isolation, transportation cost burden, and traffic safety (consistent with DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative) if geographically relevant to the project or indicate that this is not relevant;
6. Incorporate and support integrated land use, economic development and transportation planning to improve the movement of people and goods and local fiscal health, facilitates greater meaningful public engagement throughout a project's life cycle and to the extent possible, projects that target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities;

IV. Identify whether the location of the station or fueling site considered the following:

- The availability of onsite amenities for vehicle operators, such as restrooms or food facilities;
- Access in compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);
- Height and fueling capacity requirements for facilities that charge or refuel large vehicles, such as semi-trailer trucks; and
- Appropriate distribution to avoid redundancy and fill charging or fueling gaps (23U.S.C. § 151 (f)(4)(A)(iii)).

V. Details to ensure infrastructure installation that can be responsive to technology advancements, such as accommodating autonomous vehicles, vehicle-to-grid technology, and future charging methods (23 U.S.C. § 151 (f)(4)(A)(iv)).

VI. Discussion about the long-term operation and maintenance of the EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure, to avoid stranded assets and protect the investment of public funds in that infrastructure (23 U.S.C. § 151 (f)(4)(A)(v)).

VII. Assessment of the estimated emissions that will be reduced through the use of EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure, which shall be conducted using the Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) CFI Emissions tool developed by Argonne National Laboratory (or a successor tool) (23 U.S.C. § 151 (f)(4)(B)).

VIII. Description of how the project improves the AFCs by expanding the deployment of public EV charging infrastructure, particularly DC fast charging infrastructure or hydrogen, propane or natural gas fueling infrastructure along FHWA-designated AFCs. The application should indicate how the project: (1) will contribute to the conversion of corridor-pending corridors to corridor-ready corridors by filling infrastructure gaps; (2) helps meet current or anticipated excess demand for corridor charging or alternative fueling infrastructure; and (3) provides infrastructure to support greater adoption of light- or medium- and heavy-duty alternative fuel vehicles.

IX. Description of how funds will be spent on various portions of the project(s). This should be categorized into uses such as project planning and development (such as costs for meaningful public involvement), ROW/acquisition costs, installation costs, operation costs, maintenance costs, educational activity costs, etc. The estimated amount of funds or percentages of funds to

be spent in each category should be indicated as well as which entity is responsible for each cost. This section should also include any operating subsidies that will be sought or have been obtained for EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure.

ii. Corridor Program Under 23 U.S.C. § 151(f)(6)(A), grant funds shall only be used to contract with a private entity for acquisition and installation of publicly accessible EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle. As per 23 U.S.C. § 151(f)(6)(C)(i-iii), operating assistance costs allocable to operating and maintaining publicly available EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure for the first 5 years of operations after the installation while the facility transitions to independent system operations and those costs may not exceed the amount of the contract to acquire and install publicly accessible charging or fueling infrastructure. Under 23 U.S.C. § 151(f)(6)(D)(i)-(iii), costs for the acquisition and installation of traffic control devices located in the ROW to provide directional information to publicly accessible EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure acquired, installed, or operated is limited to applicants that receive a grant and are using that grant for the traffic control devices and that cost may not exceed the amount of the contract to acquire and install publicly accessible charging or fueling infrastructure. As in the Community Program, under 23 U.S.C. § 151(f)(7), projects for propane fueling are limited to infrastructure for medium- and heavy-duty vehicles.

Applicants must address how their project will create good-paying jobs with free and fair choice to join a union, including, but not limited to the use of project labor agreements, promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations. Applicants should address how the project promotes local inclusive economic development and entrepreneurship, including prioritizing the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

Highly Qualified Must meet all, Qualified- Need at least 1:
(1) create good-paying jobs with free and fair choice to join a union and expand strong labor standards including, but not limited to the use of project labor agreements;
(2) promote investments in highquality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.);
(3) utilize hiring policies and provide a workplace culture to promote the entry and retention of underrepresented populations;
(4) promote local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

X. Additional Project Narrative Information. The FHWA is interested in corridor charging and fueling deployment projects in several focus areas. As applicable, applicants are encouraged to

indicate which focus area(s) their proposed project address(es) and how the project contributes to the build-out of a national corridor network. More than one category can be identified.

• Demonstrate Build-Out of AFCs: Expand deployment of public DC fast charge EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure along designated AFCs. Infrastructure projects of interest can expand existing or add new charging and fueling infrastructure for light-duty, medium-duty, and heavy-duty vehicles.

• Zero Emission Corridors for Medium- and Heavy-Duty Vehicles: The EV charging and hydrogen fueling infrastructure that will enable zero emission movement of goods, connecting distribution hubs and population centers. Projects may also seek to connect national freight corridors with local delivery providers and fleets, such as urban depot charging for light- and medium-duty vehicles. Projects may also leverage other funding for alternative fuel infrastructure at ports or depots along corridors. Medium- and heavy-duty infrastructure applications should include explicit fleet commitments to utilize the infrastructure.

• Resiliency: Promote reliability and resiliency to intermittent or sustained power outages, disruptive and increasingly severe weather (snowstorms, fire, hurricanes, etc.), high-demand events that can strain the electric grid, or otherwise provide charging services in emergency situations. Projects should accommodate the safe movement of vehicles during these extreme weather events or power outages. These solutions may require complementary technologies (e.g., on-site battery storage, distributed energy resources, microgrids, bi-directional power).

For both the Community Program and Corridor Program the project narrative should provide information as to how innovative payment approaches (such as contactless technology, mobile wallets, bundling with transit discounts and other benefits programs, etc.) will be used to ensure that low- and zero-emission transportation options are accessible to diverse populations, including the unbanked and underbanked.

For both the Community Program and the Corridor Program, the project narrative should also provide information necessary for DOT to determine that the project satisfies project requirements described in Section C.4.-5. (Eligible Projects) for the grant program and to assess the merit criteria specified in Section E.1.

XI. iv. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by FHWA. The FHWA may, but is not required to, request supplementary information, including additional data, to clarify supporting data and documentation submitted in an application, but FHWA encourages applicants to submit the most relevant and complete information they can provide. Supplementary information may be requested to determine with which category of grant the application best aligns. To ensure a fair and unbiased evaluation of applications submitted under this notice, FHWA will not request additional information to perfect incomplete applications.

SCALABLE PROJECT OPTIONS

Applicants are encouraged to propose projects that are scalable and identify scaled funding options in case insufficient funding is available to fund an applicant's project or a bundled project at the full requested amount. For example, if a portion of the total project could be constructed and opened for functional public use, with the remainder of the total project constructed at a later time, please state such in the application, including the cost, brief scope, and scheduling needs for initial/scaled project. If an applicant advises that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets

all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. The DOT may award a lesser amount whether or not a scalable option is provided.

Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91- 190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

Applicants must address how the project will consider climate change, resilience, and environmental justice in the planning stage and in project delivery. In particular, applicants must address the extent to which the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.

*For Highly Qualified- Must Have All, Qualified- Must Have 1

(1) Significantly reduce greenhouse gas emissions in the transportation sector;

(2) Incorporate evidence-based climate resilience measures or features, and addresses the Federal Flood Risk Mitigation Standard as updated by E.O. 13690, as appropriate;

(3) Consider climate change, resilience, and environmental justice in project planning and delivery;

(4) address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery

PROJECT READINESS AND ENVIRONMENTAL RISK

The application should include information that, when considered with the project budget information, is sufficient for FHWA to evaluate whether the project is reasonably expected to begin in a timely manner, and obligate and expend awards before the deadlines. To assist FHWA's determination of project readiness, application information should include:

• A detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed;

• Discussion of energy source and storage needs; • An assessment of real property and ROW acquisition necessary for the project or a statement that no acquisition is necessary;

• Information about the inclusion of this project (or a plan to having this project included) in the relevant State, metropolitan, and local planning documents;

• Any project approvals already obtained; • Identification of known or anticipated project risks and how they will be addressed;

• Discussion about any coordination or public engagement that has been completed or is on-going regarding this project;

• Discussion about intentions for Disadvantage Business Enterprise (DBE) participation or engagement;

• Discussion of how equity and accessibility requirements will be met;

• An anticipated project timeline or anticipated project milestone dates;

• Information about how 23 CFR Part 680 requirements, published on February 28, 2023 will be included; and

• Any other information that will demonstrate project readiness.

The application should also include information about the expected or anticipated environmental impacts of the project. To assist FHWA's environmental risk assessment, application information should include any National Environmental Policy Act (NEPA) reviews or approvals and permits that have already been completed or an anticipated timeline to obtain the necessary approvals and permits for the project.

Applicants must describe how their project will fulfill the CFI Program Vision by expanding the deployment of EV charging and alternative fuels through community-based infrastructure in the Community Program and Alternative Fueling Corridor Networks in the Corridor Program

*Highly Qualified Project WILL, Qualified MAY, Not Qualified INSUFFICIENT INFORMATION

For Community Programs, equitably expand the deployment of public EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure in publicly accessible locations for use by the community, including but not limited to local businesses; retail centers; municipal and local community sites; intermodal transportation facilities, parking facilities, multimodal hubs, multiunit dwellings, workplaces, commercial districts, tourism destinations and cultural sites; public parks and recreational destinations, and other frequented site host locations in the local community. In addition, the application demonstrates that the project will address one of the following focus areas in Section D.2.i.: (1) connect or promote multi-modal hubs and shared-use fleets and services; (2) provide convenient, affordable access to charging and alternative fuel infrastructure to offer urban/suburban area charging and fueling solutions; (3) support multi-purpose use to offer rural are charging and fueling solutions; OR (4) enable electrification or alternative fuel use for fleet vehicles that serve and operate in the community.

For Corridor Programs, expand deployment of public DC fast charge EV charging infrastructure, or hydrogen, propane or natural gas fueling infrastructure along FHWAdesignated AFCs that would enable or accelerate the construction of charging or fueling infrastructure that would be unlikely to be completed without Federal assistance. In addition, the application demonstrates that the project will address one of the following focus areas in Section D.2.i.: (1) demonstrate build-out of AFCs by expanding existing or adding new charging and fueling infrastructure; (2) enable zero emission corridors for medium- and heavy-duty vehicles that will enable zero emission movement of goods, connecting distribution hubs and population centers; OR (3) promote reliability and resiliency to intermittent or sustained power outages or extreme weather events.

Recipients and subrecipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an Agency priority goal(s)

Compliance with 23 CFR Part 680: Recipients of an award under this program are also required to comply fully with applicable sections of the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680), which has certain requirements for EV charging infrastructure, including installation, operation, and maintenance requirements, interoperability and connectivity standards, minimum uptime requirements, data submission requirements, as well as certain data fields that must be made available, free of charge, to third-party software developers, via application programming interface.64 This regulation also has certain requirements for the workforce installing, maintaining, and operating EV chargers has appropriate licenses, certifications, and training to ensure that the installation and maintenance of EV chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers.65 Installation, maintenance and operations of infrastructure for other fuel types is encouraged to follow a similar approach and utilize a skilled workforce with appropriate licenses, certifications, and training.

The following are DOT Priority Considerations for the CFI Program, which apply to BOTH the Community and Corridor Programs. After completing the merit review, DOT will prioritize Highly Recommended projects and Recommended projects that demonstrate exceptional benefits under Merit Criterion #3 Equity, Community Engagement, and Justice40, Merit Criterion #4 Workforce Development, Job Quality, and Wealth Creation, or Merit Criterion #5 CFI Program Vision.