Charging and Fueling Infrastructure Grant Application

Opportunity Number: 693JJ323NF00004

Community Program Application

City of Boise

June 13, 2023

Increasing Access to Electric Vehicle Charging in Boise, Idaho Through Infrastructure Deployment and Workforce Development

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i. PROJECT NARRATIVE

Project Summary

Through the United State Federal Highway Administration's Charging and Fueling Infrastructure (CFI) Grant (Opportunity number: 693JJ323NF00004), the City of Boise (herein referred to as "the city") requests $4 million from the Community Program to (1) prioritize, design, and plan public electric vehicle (EV) charging sites with a particular focus on site selection and design that directs, at a minimum, 40% of the overall benefits from this project flow toward underserved community members, (2) install an estimated 100 level 2 charging ports across 20 to 25 sites and 4 to 8 Direct Current Fast Charge (DCFC) ports across 2 to 4 sites throughout the city, (3) increase community education and outreach to enhance EV adoption, the community's understanding of climate change and the benefits transportation electrification can bring, and introduce the community to the growing workforce opportunities, and (4) create a workforce development program to help the Boise workforce of the future and meet the growing needs of the EV and EV charging industries, including community and stakeholder engagement, educational content development and implementation, and EV career fairs. All work the city completes as a part of this proposed grant program will center equity, accessibility, safety, sustainability, and community resilience. Each phase of work will include a stakeholder engagement component to ensure we are meeting the needs of our underserved community members.

The goals for this project include:

- Ensuring at least 40% of the overall benefits from this project flow toward underserved members of our city in a way that prevents displacement of community members from their homes.
- Increasing the availability of EV charging infrastructure within the city. Install an estimated 100 level 2 charging ports across 20 to 25 sites and 4 to 8 DCFC ports across 2 to 4 sites throughout the city by the end of the grant period. More stations would be installed as budget allows.
- Using the new publicly accessible EV charging stations as an opportunity for community-facing education and outreach, particularly in areas of the city that are historically underserved. Design and install educational signs, and other engagement features, at two EV charging sites (more locations if funding allows).
- Creating an EV workforce development program to help address the need for electricians that understand and work with EV chargers and associated infrastructure. Collaborate with two local electrical apprenticeship programs to increase participation in the

necessary training and create and implement an "Electric Vehicle and Electric Vehicle Infrastructure Job Fair" that would run for at least 2 years, potentially longer depending on budget and success indicators.

As we strive to achieve these goals, we will align our work around the following priorities identified by FHWA in the Notice of Funding Opportunity (NOFO): equity, safety, sustainability, resilience, and community engagement.

For this project, we have developed four primary tasks. Though the tasks are numbered 1 through 4, the planning and implementation of the tasks may happen partially in order or concurrently, depending on the needs at the time. For a detailed list of these tasks, please see Appendix A.

- Task 1: Prioritize and plan which possible sites best meet the goals of the Federal Highway Administration's Charging and Fueling Infrastructure Grant Program and the needs of the city and identify how to increase site safety, reliability, access, and resilience.
- Task 2: Install level 2 and DCFC EV charging ports in the city with a focus on siting those stations in areas of the city that will serve underserved populations optimally.
- Task 3: Enhance community education and outreach surrounding EV charging infrastructure and showcase the benefits of EVs, EV charging, the added resilience they provided, and the quality jobs created by the transition to EVs.
- Task 4: Create and provide programs that enhance the workforce associated with EV adoption with a focus on electricians, particularly those from historically underserved and underrepresented backgrounds.

This application proposes a complete approach to EV charging deployment and a detailed planning process that guides and supports implementation activities. Planning and implementation activities may occur sequentially or concurrently depending on the nature of the work and needs of the project. The scope of work may experience minor adjustments as the planning process is completed and needed outcomes are further identified. Additionally, our proposed project is scalable – the number and types of charging stations are currently adjustable. In addition, with our proposal being in the very early stages of planning, we can increase proposed DCFC and decrease level 2 charging if that is preferred for this grant opportunity.

The City of Boise is a unit of local government, specifically a municipal government. The total proposed funding amount for the application is $4,000,000, 80% ($3,200,000) from federal funding and 20% ($800,000) from local funding provided by the City of Boise or partners as a combination of cash and allowed in-kind contribution.

As a part of this application submission, the following required forms have also been completed and submitted:

- Standard Form 424 (Application for Federal Assistance)
- Grants.gov Lobbying Form

- Project Abstract Summary
- Key Contacts
- Standard Form 424C (Budget Information for Construction Programs)
- Standard Form 424D (Assurances for Construction Programs)

Project Location

Boise is the capital of the State of Idaho and the largest city in the state. Boise is home to approximately 235,000 of the 750,000 people that live in the Boise Metropolitan Statistical Area (MSA) (United States Census Bureau, 2023). Boise is located in Ada County and has many neighboring communities that help make up the Treasure Valley, including Meridian, Garden City, Kuna, Eagle, Nampa, Caldwell, Middleton, and Star.

As a part of our project, we propose installing EV charging stations at 20 to 25 different sites throughout our city. The selected sites will be determined through a prioritization process that considers factors such as equity, accessibility, safety, resilience, and other appropriate considerations. Transportation connectivity will be prioritized when identifying sites for charging station locations funded through this project. In addition, as site locations are selected, the city will prioritize safety, including for pedestrian traffic and all traffic entering and leaving the sites. Additional safety considerations are discussed in various portions of this proposal, with an emphasis on meeting all required safety expectations through the planning, prioritization, and design phase of work for this project (see Task 1 in Appendix A).

Transportation partners that serve Boise include the City of Boise, the Idaho Department of Transportation (ITD), the Ada County Highway District (ACHD), Valley Regional Transit (VRT), and the Community Planning Association of Southwest Idaho (COMPASS). The roles and responsibilities of each organization is as follows:

- City of Boise – Operates and maintains numerous publicly owned facilities including a small collection of public roads. Plans and maintains pedestrian pathways, such as the Boise River Greenbelt and 8th Street. Provides funding and support for alternative transportation initiatives and public transit.
- Idaho Department of Transportation – Operates and maintains all state roads and highways, including some within the City of Boise.
- Ada County Highway District – Operates and maintains all public roads within the City of Boise that are not owned and maintained by the City of Boise or the Idaho Department of Transportation. This includes most roads within Ada County.
- Valley Regional Transit – The Treasure Valley's Public Transit Authority. Operates public transit buses and related vehicles.

- Community Planning Association of Southwest Idaho (COMPASS) – Performs comprehensive regional planning for the Treasure Valley, including the area's Transportation Improvement Plan.

Currently Available Electric Vehicle Charging Infrastructure

According to the Department of Energy Alternative Fuel Station Locator, there are currently 23 DCFC station locations with a total of 83 charging ports (Figure 1) and 104 level 2 charging station locations with a total of 217 ports (Figure 2) located in the State of Idaho (Alternative Fuel Data Center, 2023). Similarly, there are currently four DCFC stations with a total of 19 ports (Figure 3) and 42 level 2 charging stations with a total of 81 charging ports (Figure 4) in Boise (Alternative Fuel Data Center, 2023). Of the four DCFC stations and 19 charging ports in the city, one station and eight of those ports are part of the Tesla Supercharger network. Last, there are currently no DCFC stations in downtown Boise, an area of our city identified as underserved, and a relatively limited number of level 2 charging stations (Figure 5). With this proposal, we aim to more than double the number of publicly accessible level 2 charging ports and increase the number of non-Tesla DCFC ports in the city by 70%. In addition, we aim to equitably distribute the proposed charging infrastructure across areas of the city that are historically underserved and less likely to see private investment in public EV charging. Our proposed approach to community-based charging will complement the work of the State of Idaho to implement the National Electric Vehicle Initiative (NEVI) and improve EV charging along key transportation corridors supporting regional and interstate EV facilitation (2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan, 2022).

EV adoption in Idaho and Boise is increasing. According to vehicle registration data from the Ada County Department of Motor Vehicles, vehicles registered in Boise identified as electric have seen a nearly 50% increase each year since 2016 (Ada County Vehicle Registration Data, 2022). However, compared to much of the rest of the United States (U.S.), adoption in the State of Idaho has been relatively slow. According to the vehicle registration data for the U.S., 0.52% of vehicles on the road are electric (AFDC Vehicle Registration Counts by State, 2023). In Idaho, registration data suggests that only 0.19% of vehicles are the road are electric (AFDC Vehicle Registration Counts by State, 2023). Boise has a slightly higher average of registered vehicles being electric compared to the state at 0.37% (Ada County Vehicle Registration Data, 2022), though this is still far below the national average of 0.52%. The city wants to leverage the resources available, including this grant opportunity, to deploy EV charging and develop the workforce needed to make the adoption of EVs in the Treasure Valley successful. We recognize the benefit this will have for exposure to EVs, reduction in "range anxiety", likelihood of a community members purchasing an EV, and ultimately reducing our community's greenhouse gas emissions and improving our local air quality.

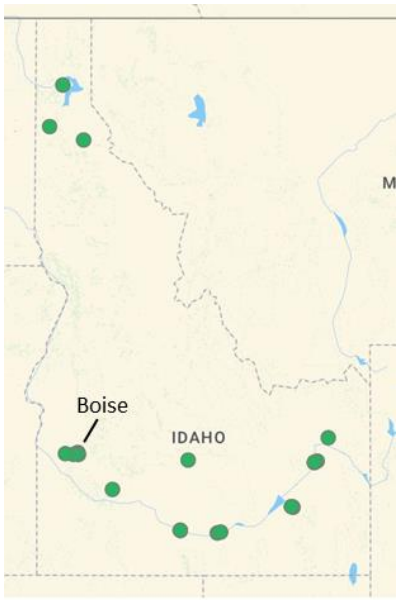

Figure 1. *Current DCFC station locations in the State of Idaho as shown in the U.S. Department of Energy's Alternative Fuel Data Center. This map includes Tesla stations. As of May 2023, there are 23 DCFC station locations with a total of 83 charging ports. (Alternative Fuel Station Locator, 2023).*

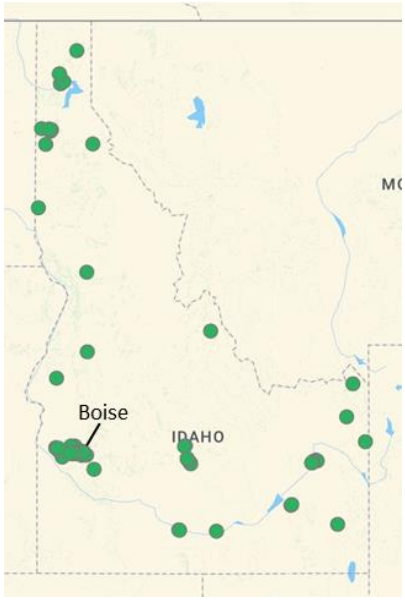

Figure 2. *Current public level 2 EV charging station locations in the State of Idaho as shown in the U.S. Department of Energy Alternative Fuel Data Center Station Locator. As of May 2023, there were 104 level 2 station locations with a total of 217 charging ports in Idaho. (Alternative Fuel Station Locator, 2023).*

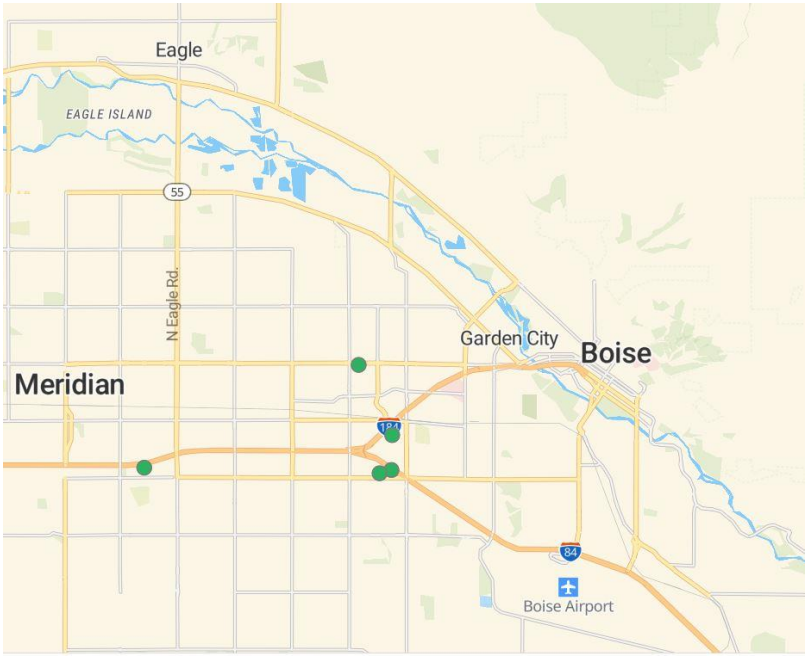

Figure 3. *Current public DCFC station locations in the Boise area as shown in the U.S. Department of Energy Alternative Fuel Station Locator. As of May 2023, there were four DCFC stations with a total of 19 ports in Boise (Alternative Fuel Station Locator, 2023).*

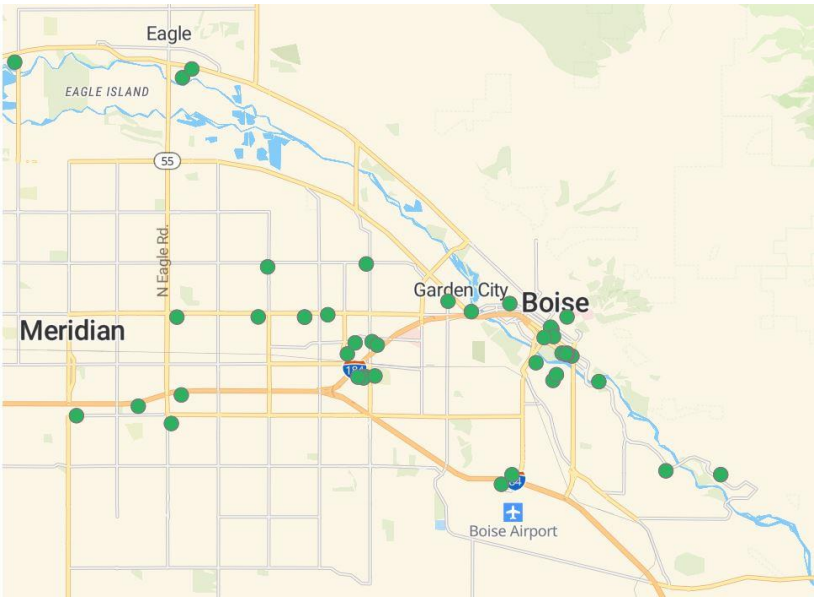

Figure 4*. Publicly accessible level 2 EV charging stations in the Boise, Garden City, and Meridian areas. Station locations shown are from the U.S. Department of Energy's Alternative Fuel Station Locator (Alternative Fuel Station Locator, 2023). As of May 2023, there were 42 level 2 station locations with a total of 81 charging ports in Boise. (Alternative Fuel Station Locator, 2023).*

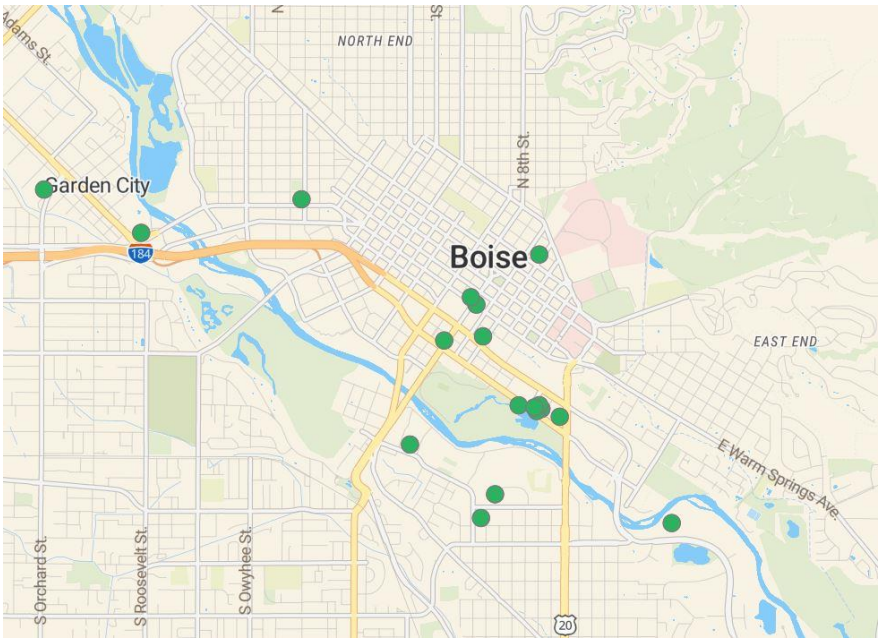

Figure 5. *Publicly accessible level 2 EV charging stations located in downtown Boise and the near vicinity. Station locations shown are from the U.S. Department of Energy Alternative Fuel Station Locator. There are no DCFC stations located in downtown Boise. (Alternative Fuel Station Locator, 2023)*

To accelerate the adoption of EVs, we recognize that EV charging needs to be available for the public to access. Compared to other areas of the country, Boise and Idaho residents face challenges with a limited access to incentives and rebates designed to aid communities and businesses in the deployment of EV charging infrastructure. For the CFI grant, if funded, the results of our proposal include the installation of an estimated 100 level 2 charging ports and 4 to 8 DCFC ports throughout the community.

Equitably Expanding Electric Vehicle Charging Infrastructure

The city recognizes the importance of locating EV charging in areas that have been identified as underserved. Members of our community that have been underserved have historically not received equal economic and environmental benefits. These community members and areas of our community are less likely to see investments in EV charging infrastructure and the city has the opportunity to drive the economic and environmental benefits of EV charging infrastructure to these areas.

As a part of Task 1 of this project, we propose completing a prioritization, planning, and design phase of work that consists of six main activities. This task will primarily include

conducting stakeholder engagement, identifying charging station locations and appropriate charging levels for each location, planning for charging features and site designs that best serve our community, and identify/complete any necessary National Environmental Policy Act (NEPA) reviews, as well as any other appropriate permits, reviews, or approvals to ensure our project is safe and meets the region's transportation, environmental, and community needs. Through the prioritization process, the city will identify sites that allow us to direct at least 40% of the overall benefits from this project toward underserved community members, including environmental and economic benefits. As we prioritize, we will push to far exceed this 40% goal.

The city has identified over 40 potential EV charging sites that we will consider for station installation as a part of this project (Figure 6 and Tables 1 and 2). At this time, nearly all the locations identified include city properties, such as parks, City Hall locations, libraries, community centers, sports complexes and other public attractions like Zoo Boise. In addition to these sites, private sites that are interested in partnering with the city to host a charging site will also be considered and identified as the project continues. One such private site that has been identified as a potential partnership for DCFC is in a downtown Boise parking garage (200 S 6th St, Boise, ID 83702) and in an underserved area as identified in the U.S. Department of Transportation and the U.S. Department of Energy's Electric Vehicle Charging Justice40 Map. Additional sites may be considered in addition to those proposed in this application.

Of the 100 level 2 charging ports and 4 to 8 DCFC ports, at least 50% of them will be located in areas that are identified as "Transportation Disadvantaged" through the U.S. Department of Transportation and the U.S. Department of Energy's Electric Vehicle Charging Justice40 Map with the primary goal to ensure at least 40% of the overall benefits from this project flow toward underserved community members.

According to the Electric Vehicle Charging Justice40 maps developed by the U.S. Department of Energy and the U.S. Department of Transportation, the city has 10 census tracts that have been identified as underserved. Figure 7 shows the Electric Vehicle Charging Justice40 map for the Boise metropolitan area. Figure 8 shows the Electric Vehicle Charging Justice40 map for the City of Boise.

In addition to the Federal resources to identify underserved areas, Boise has developed a local environmental justice, equity and community health analysis referred to as the Clean City Index (Clean City Index, 2021). The Clean City Index utilizes a data driven approach to identify specific census tracts in Boise that have faced greater challenges historically with environmental justice, equity and community health. Following the data collection and analysis, census tracts were prioritized (from high to low) and those tracts with a "high" or "medium high" designation are well positioned for community investments that provide benefit and address legacy issues with environmental justice, equity, and community health (Figure 9).

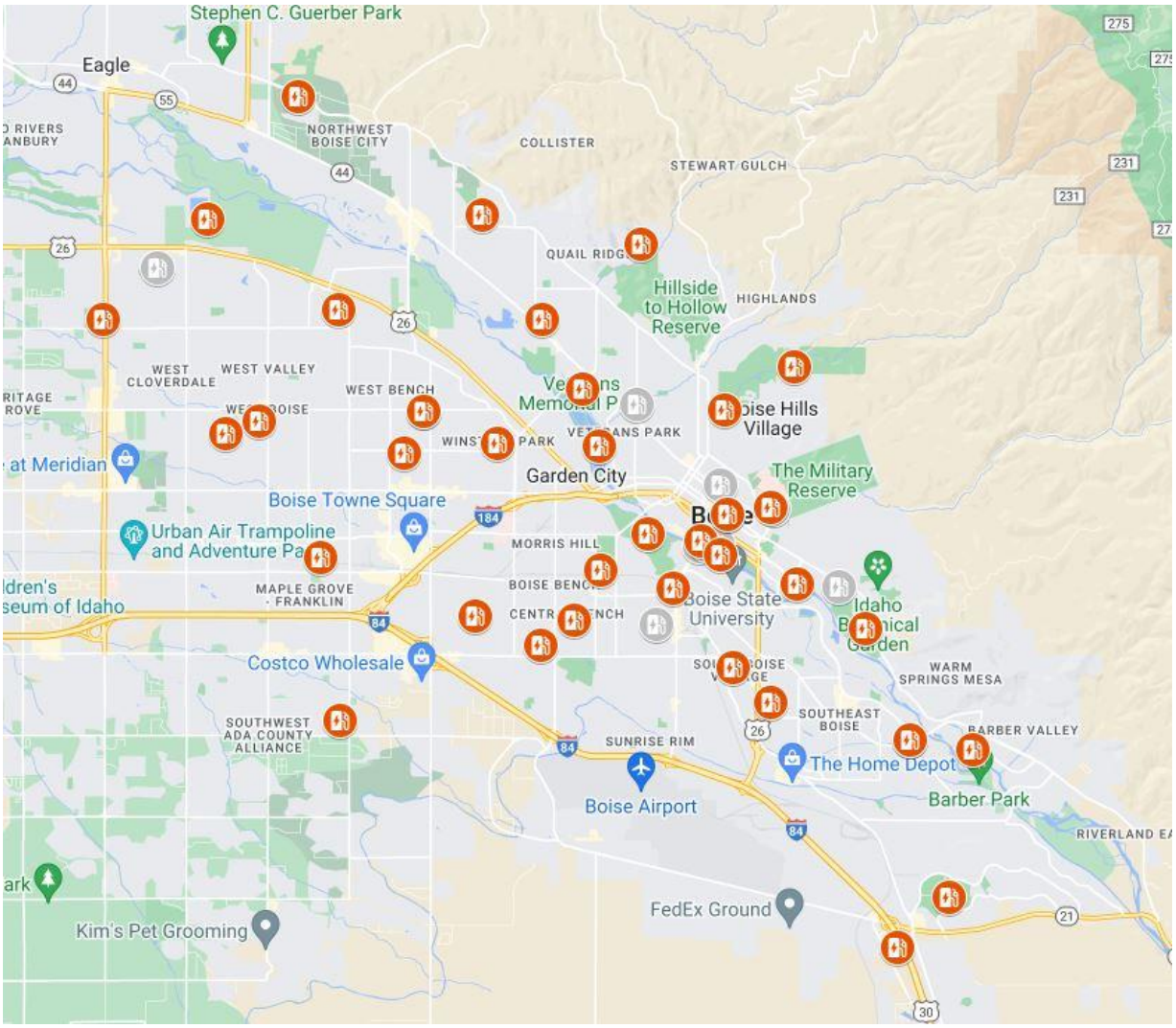

Figure 6. *Proposed EV charging station sites. Charging icons shown in red signify sites the city will include in its prioritization and planning when determining which sites to install charging at. Charging icons shown in gray signify additional sites the city may include in its prioritization and planning. There are more public facing city owned properties that could be utilized as needed that are not designated with icons on this map.*

Table 1. *Proposed EV charging station sites as shown in red in Figure 6. Sites with "CCI High Priority" represents proposed sites that are located in the City of Boise's Clean City Index High Priority areas (Clean Cities Index, 2021). Clean City Index high priority areas are those with relatively high local environmental justice, equity and community health needs that the city will aim to address. Sites with "Justice40 EV Charging" in the notes section represents sites within the U.S. Department of Energy and the U.S. Department of Transportation's Electric Vehicle Charging Justice40 Map (Electric Vehicle Charging Justice40 Map, 2023). Sites with "Justice40*

Disadvantaged" in the notes section represent sites within the U.S. Department of Transportation's Transportation Disadvantaged Map (DOT Transportation Disadvantaged, 2023).

Property Name	**Facility Type**	**Address**	**Number Proposed Ports**	**Proposed Charging Type**	**Notes**
Boise City Hall	City Hall	150 N Capitol Blvd, Boise, ID 83702	6	2 & DCFC	CCI High Priority, Justice40 EV Charging
City Hall West	City Hall	333 N Mark Stall Pl, Boise, ID 83704	6	2	CCI High Priority
LIBRARY! Main	Library	715 S Capitol Blvd, Boise, ID 83702	4	2	CCI High Priority, Justice40 EV Charging
Ustick Library	Library	7557 West Ustick Road, Boise, ID 83704	4	2	Justice40 Disadvantaged, Justice40 EV Charging
Bown Crossing Library	Library	2153 E Riverwalk Dr, Boise, ID 83706	4	2	
Hillcrest Library	Library	5246 West Overland Road, Boise, ID 83705	4	2	DOT Transportation Disadvantaged, CCI High Priority, Justice40 EV Charging
Collister Library	Library	4724 W State St, Boise, ID 83703	4	2	
Dick Eardley Senior Center/Fort Boise Community Center	Community Center	690 Robbins Rd, Boise, ID 83702	4	2	
Boise Depot	Cultural Center	2603 W Eastover Terrace, Boise, ID 83706	4	2 & DCFC	Justice40 EV Charging
Zoo Boise	Cultural Center	355 Julia Davis Dr, Boise, ID 83702	6	2	Justice40 EV Charging
Warm Springs Golf Course Clubhouse	Recreation Center	2495 E Warm Springs Ave, Boise, ID 83712	4	2	

Quail Hollow Golf Course Clubhouse	Recreation Center	4720 N 36th St, Boise, ID 83703	4	2	
Idaho Ice World	Recreation Center	7072 S Eisenman Rd, Boise, ID 83716	4	2	
Watershed	Educational Center	11818 Joplin Rd, Boise, ID 83714	4	2	CCI High Priority
Foothills Learning Center	Educational Center	3188 Sunset Peak Rd, Boise, ID 83702	4	2	
Comba Park/BUGS	Educational Center	2995 N Five Mile Rd, Boise, ID 83713	4	2	DOT Transportation Disadvantaged, Justice40 EV Charging
Ann Morrison Park	Park	1000 S Americana Blvd, Boise, ID 83706	4	2	Justice40 EV Charging
Camel's Back Park	Park	1200 Heron St, Boise, ID 83702	4	2	
Esther Simplot Park	Park	3206 W Pleasanton Ave, Boise, ID 83702	4	2	CCI High Priority
Borah Park	Park	801 S Aurora Dr, Boise, ID 83709	4	2 & DCFC	DOT Transportation Disadvantaged, CCI High Priority, Justice40 EV Charging
Redwood Park	Park	2675 N Shamrock Ave, Boise, ID 83713	4	2	DOT Transportation Disadvantaged, Justice40 EV Charging
Hyatt Hidden Lakes Reserve	Park	5301 N Maple Grove Rd, Boise, ID 83704	4	2	
Veterans Memorial Park	Park	930 Veterans Memorial Pkwy, Boise, ID 83703	4	2	CCI High Priority
Kristin Armstrong Municipal Park	Park	500 S Walnut St, Boise, ID 83712	4	2	
Marianne Williams Park	Park	3451 E Barber Valley Dr, Boise, ID 83706	4	2	

Simplot Sports Complex	Youth Sports Complex	2437 E Lake Forest Dr, Boise, ID 83716	4	2	
Charles F McDevitt Youth Sports Complex	Youth Sports Complex	5101 N Eagle Rd, Boise, ID 83713	4	2 & DCFC	Directly adjacent to Justice40 Disadvantaged and along an Alternative Fuel Corridor
Optimist Youth Sports Complex	Youth Sports Complex	9889 West Hill Road Parkway, Boise, ID 83714	4	2	
Fairmont Park	Recreation Center	7929 W Northview St, Boise, ID 83704	4	2	Justice40 Disadvantaged, Justice40 EV Charging
Ivywild Park	Recreation Center	2250 S Leadville Ave, Boise, ID 83706	4	2	
Cassia Park	Park	4600 W Camas St, Boise, ID 83705	4	2	DOT Transportation Disadvantaged, CCI High Priority, Justice40 EV Charging
Manitou Park	Park	2001 S Manitou Ave, Boise, ID 83706	4	2	DOT Transportation Disadvantaged, CCI High Priority, Justice40 EV Charging
Morris Hill Dog Park	Park	10 N Roosevelt St, Boise, ID 83705	4	2	Directly adjacent to DOT Transportation Disadvantaged area and CCI High Priority, Justice40 EV Charging
Castle Hills Park	Park	5350 Eugene St, Boise, ID 83703	4	2	
Molenaar Park	Park	2815 S Maple Grove Rd, Boise, ID 83709	4	2	CCI High Priority
Winstead Park	Park	6150 W Northview St, Boise, ID 83704	4	2	Directly adjacent to Justice40 EV Charging

Table 2. *Additional proposed EV charging station sites as shown in gray in Figure 6. These sites will be considered if the prioritization and planning phase does not fulfil the number of sites needed to satisfy the project budget.*

Property Name	**Facility Type**	**Address**	**Number Proposed Ports**	**Charging Type**	**Notes**
Boise City Aquatics Center	Recreation Center	5959 N Discovery Wy, Boise, ID 83713	4	2	
Downtown YMCA	Recreation Center	1050 W State St, Boise, ID 83702	4	2	Justice40 EV Charging
Natatorium Pool	Recreation Center	1811 E Warm Springs Ave, Boise, ID 83712	4	2	
South Pool	Recreation Center	921 Shoshone St, Boise, ID 83705	4	2	
Lowell Pool	Recreation Center	1601 N 28th St, Boise, ID 83703	4	2	
Log Cabin	Cultural Center	801 S Capitol Blvd, Boise, ID 83702	4	2	Justice40 EV Charging
Boise Art Museum	Cultural Center	670 Julia Davis Dr, Boise, ID 83702	4	2	Justice40 EV Charging
Black History Museum	Cultural Center	508 Julia Davis Dr, Boise, ID 83702	4	2	Justice40 EV Charging
Fort Boise Community Center	Community Center	700 Robbins Rd, Boise, ID 83702	4	2	

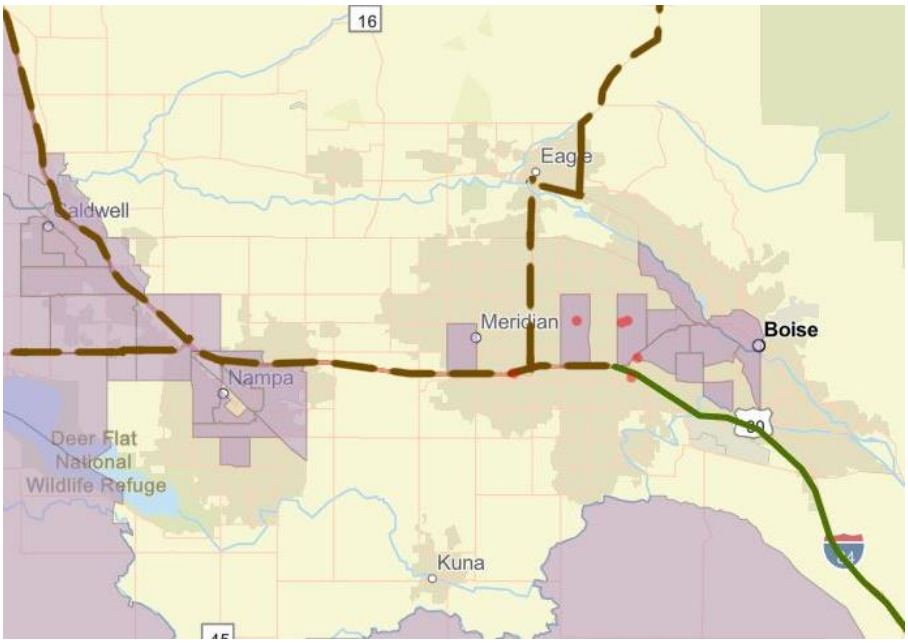

Figure 7. *Electric Vehicle Charging Justice40 map for the Boise metropolitan area. Underserved census tracts are shown in purple. (Electric Vehicle Charging Justice40 Map, 2023)*

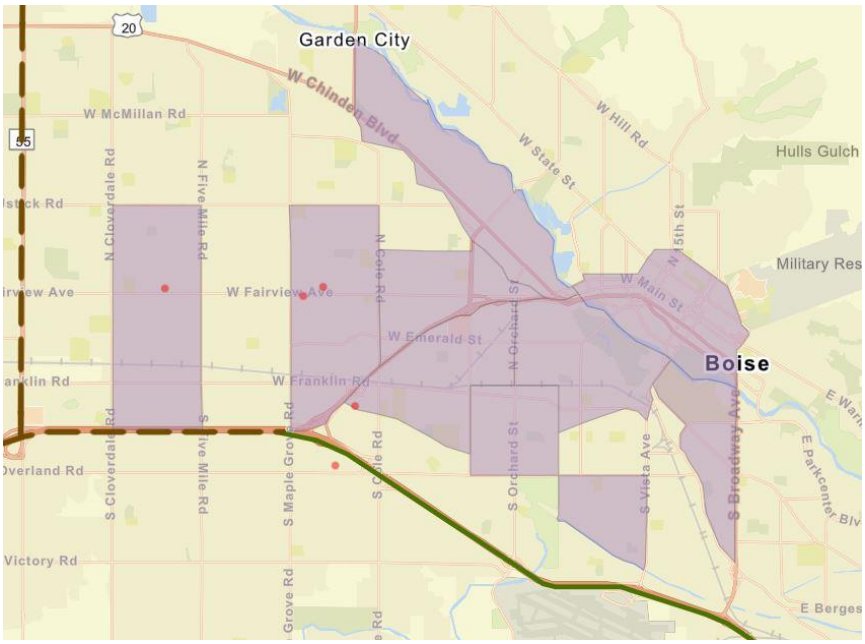

Figure 8. *Electric Vehicle Charging Justice40 map for the City of Boise. The city has 10 census tracts that have been identified as underserved (shown in purple). (Electric Vehicle Charging Justice40 Map, 2023)*

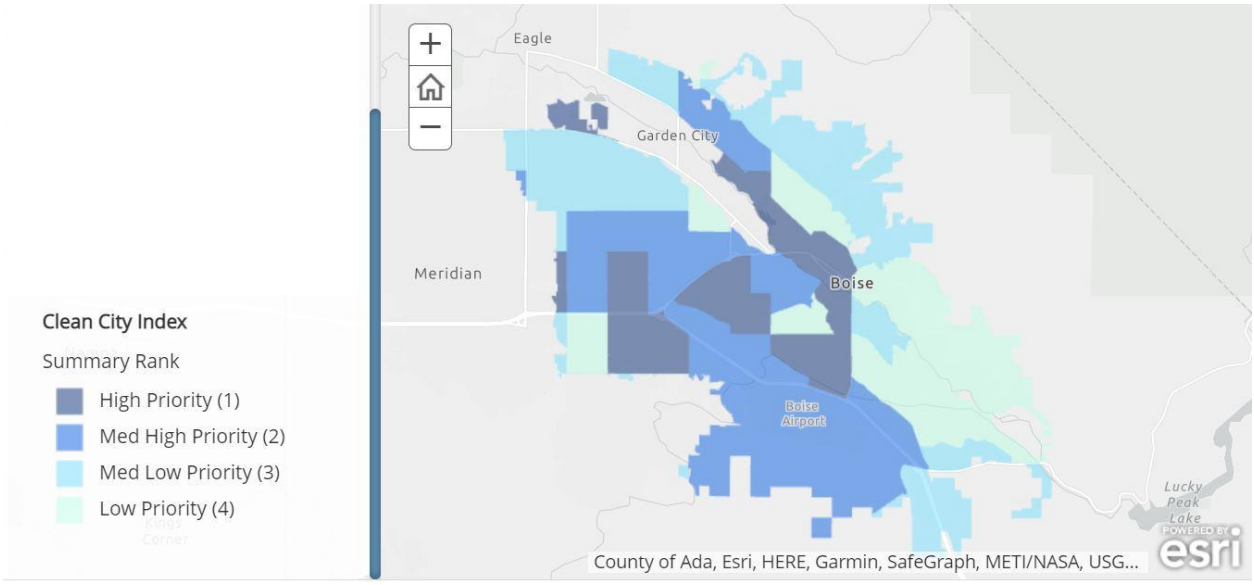

Figure 9. *City of Boise's Clean City Index priority ranking map. These results show the quartile ranking of all metrics considered and combine the assorted environmental health and equity indicators to identify the areas of highest priority in the city. (Clean City Index, 2021)*

How Funds Will Be Spent

Descriptions of funding sources and the categorization of funding to be spent is explained in Section ii. Budget Information and in Appendix A. Project Task Breakdown.

Additional Project Narrative Information

This project focuses primarily on advancing the focus area category of "Urban/Suburban Charging and Fueling Solutions" by installing numerous EV charging stations throughout the city. In addition, this project also provides fueling opportunities for two other focus area categories that we intend to address through our work: "Multi-modal Hubs and Shared-Use Fleets and Services" and "Fleet Vehicles That Serve and Operate in Communities". The EV charging stations will be available to the public to charge, not just community members intending to use the city facilities and services that are located on site. How our proposed project contributes toward progress in these focus areas is described below.

Multi-Modal Hubs and Shared-Use Fleets and Services

In addition to providing level 2 and DCFC for community members, providing a network of EV charging in our community has benefits for shared-use fleet vehicles and electric bikes (e-bikes) as well. Any public-sector and private-sector fleet vehicle (shared-use or otherwise) would be permitted to use the public infrastructure installed as a part of this work. The city will also work to design charging sites that have e-bike charging capabilities in key locations throughout the city to encourage the use of e-bikes as a transportation option within our community. If budget allows, the city will work to get e-bike charging capability at all EV charging stations installed as a part of this grant funding.

Urban/Suburban Area Charging and Fueling Solutions

This project most clearly enhances urban and suburban area EV charging. Public facing, accessible, reliable, and safe EV charging infrastructure is Boise must be improved in order to encourage the adoption of EVs for community members and fleets. At this time, EV charging infrastructure in the urban core of our city and in the suburban portions are limited at this time which inhibits charging abilities for all EV drivers, particularly those that don't have charging infrastructure accessible at home or their workplace. This proposal will increase EV charging options by installing an estimated 100 level 2 charging ports across 20 to 25 sites and 4 to 8 DCFC ports across 2 to 4 sites throughout the city.

Fleet Vehicles that Serve and Operate in Communities

As discussed above, the EV charging infrastructure being designed and installed as a part of this project will be open to all community members, including fleet vehicles that serve the community. For City of Boise municipal fleet vehicles specifically, we see having a network of level 2 and DCFC as an asset that will help our employees embrace the transition to electric fleet vehicles by giving them a place to stop to charge if they need it. In spring of 2023, the city passed an internal regulation that requires new fleet vehicle purchased to consider EVs over all other vehicle types when replacing older vehicles. The city is making bold moves toward EV fleet adoption and EV charging infrastructure will help us support our employees in making the shift.

In addition to the charging stations installed due to this project benefitting personal passenger vehicles and city fleet vehicles, we will encourage the use of the charging stations by other fleets, including but limited to rental vehicles, local distributors, taxis, ride-share vehicles, fleet vehicles from other local governments in the area, fleet vehicles that serve our community's utilities, and more.

ii. BUDGET INFORMATION

Funds for this project would come from two sources: the City of Boise and the U.S. Federal Highway Administration's CFI Grant Community Program. In addition, members of our community have expressed an interest in contributing to this project through property owner partnerships. Last, we expect other program partnerships to arise as we continue to work with various community partners. Many of the contributions through community partnerships will likely be in-kind. However, should private or community partnerships not provide funding for this project, the city is prepared to contribute the full 20% match requirement for this grant. At this time, we have not identified additional federal funding sources to help support this project. However, we will evaluate future funding opportunities as they become available.

The estimated budget for this project has been broken down by task (Table 3) and cost classification (Table 4) and reflects the estimated budget values shown in Appendix A: Project Task Breakdown of this narrative. We expect the budget shown here will need to adjust as work on this project progresses and costs associated with the labor, equipment, and technology are refined.

Revenues generated from this project have not been projected at this time. To keep our charging affordable to community members, we will aim to only generate enough revenue to offset the cost of the electricity used, ongoing maintenance of the chargers and the charging sites, and the technology needed.

Table 3. *Estimated budget breakdown by task.*

	Total	**Federal share (CFI Program)**	**Federal share (%)**	**Match share (non-federal City of Boise)**	**Match share (%)**
Task 1. Prioritization, Planning, and Design	$ 880,000	$ 704,000	80%	$ 176,000	20%
Stakeholder Engagement	$ 150,000	$ 120,000	80%	$ 30,000	20%
Prioritize Charging Locations & Types	$ 130,000	$ 104,000	80%	$ 26,000	20%
Plan for Technology	$ 60,000	$ 48,000	80%	$ 12,000	20%

Design and Permitting	$ 540,000	$ 432,000	80%	$ 108,000	20%
Task 2. Electric Vehicle Charging Installation	$ 2,660,000	$ 2,128,000	80%	$ 532,000	20%
Charger Install and Construction	$ 2,610,000	$ 2,088,000	80%	$ 522,000	20%
Charger Technology Install and Testing	$ 50,000	$ 40,000	80%	$ 10,000	20%
Task 3. Community Engagement and Outreach	$ 110,000	$ 88,000	80%	$ 22,000	20%
Educational and Interactive Displays and Signage	$ 55,000	$ 44,000	80%	$ 11,000	20%
Program Engagement and Comms	$ 40,000	$ 32,000	80%	$ 8,000	20%
Experience sharing with stakeholders	$ 15,000	$ 12,000	80%	$ 3,000	20%
Task 4. Workforce Development	$ 350,000	$ 280,000	80%	$ 70,000	20%
Stakeholder Engagement	$ 50,000	$ 40,000	80%	$ 10,000	20%
Program Development and Implementation	$ 150,000	$ 120,000	80%	$ 30,000	20%
EV and EV Infrastructure Job Fair	$ 150,000	$ 120,000	80%	$ 30,000	20%
Totals	$ 4,000,000	$ 3,200,000	80%	$ 800,000	20%

Table 4. *Budget breakdown by cost classification (as shown in SF424C).*

Cost Classification	Total Cost	Costs Not Allowable for Participation	Total Allowable Costs
Administrative and legal expenses	$ -	$ -	$ -
Land, structures, rights-of-way, appraisals, etc.	$ -	$ -	$ -
Relocation expenses and payments	$ -	$ -	$ -
Architectural and engineering fees	$ 670,000	$ -	$ 670,000
Other architectural and engineering fees	$ -	$ -	$ -
Project inspection fees	$ 26,100	$ -	$ 26,100
Site work	$ 522,000	$ -	$ 522,000
Demolition and removal	$ 52,200	$ -	$ 52,200
Construction	$ 1,044,000	$ -	$ 1,044,000
Equipment	$ 913,500	$ -	$ 913,500
Miscellaneous	$ 772,200	$ -	$ 772,200
Subtotal	$ 4,000,000	$ -	$ 4,000,000
Contingencies	$ -	$ -	$ -
Subtotal	$ 4,000,000	$ -	$ 4,000,000
Project (program) income	$ -	$ -	$ -
Total project costs	$ 4,000,000	$ -	$ 4,000,000
Federal funding			
Federal assistance requested	Total allowable project costs (multiply) x	80%	$ 3,200,000

iii. SELECTION CRITERIA

Eligibility Criteria

The City of Boise believes this project meets all eligibility criteria. The points below address the eligibility criteria for the project proposed as a part of this application.

- Eligible applicant: As a unit of local government, the City of Boise is an eligible applicant for this grant funding. The City of Boise is the sole applicant for this project.
- Cost sharing or matching: The City of Boise is prepared to contribute the full 20% match required to receive this grant funding ($800,00 of the $4,000,000 requested).
- Eligible projects and project costs: This project is eligible for the Community Program funding. The project is expected to reduce greenhouse gas emissions and fill gaps in access to EV charging infrastructure. The charging sites will be located on publicly accessible locations and along public roads. Costs will go toward the acquisition and installation of eligible infrastructure, development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities), and toward contracting with private entities for the acquisition, construction, installation, maintenance, and/or operation of eligible infrastructure included in the project. Costs will also be applied to educational and community engagement activities with the eligible entities to support the use of EVs and associated infrastructure.

Project Merit Criteria

The City of Boise believes this grant proposal meets all statutory eligibility criteria and qualifies for a rating of "Highly Qualified" in five out of the five Project Merit Criteria described in the grant opportunity Notice of Funding Opportunity. As a result, we interpret our proposal as being eligible for a rating of being a "Highly Recommended" project. Table 5 shows a summary of our interpretation of our rating qualifications. Below is an explanation of our qualifications based on each merit criteria.

Table 5. *Summary of our interpretation of our rating qualifications for this funding opportunity.*

Criterion	Qualification Rating
Criterion #1 Safety	Highly Qualified
Criterion #2 Climate Change, Resilience, and Sustainability	Highly Qualified
Criterion #3 Equity, Community Engagement, Justice40	Highly Qualified
Criterion #4 Workforce Development, Job Quality, Wealth Creation	Highly Qualified
Criterion #5 CFI Program Vision	Highly Qualified

Criterion #1 Safety

The City of Boise believes the safety criterion of this proposed project is eligible for a rating of "highly qualified". See Table 6 for a summary of the rating considerations, a summary explanation, and our perceived qualification rating for this criterion.

The city will prioritize safety as a part of its planning, prioritization, and design phase of work described in Appendix A. The city will prioritize charging station site designs that are safe, accessible, and comply with the minimum requirements for publicly accessible EV charging infrastructure as outlined in the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680). We would ensure EV charging site designs meet the National Roadway Safety Strategy that was issued in January 2022 to support the Federal Highway Administrations goal of zero roadway deaths and meet the standards for the Americans with Disabilities Act. We are committed to being proactive in developing safe and accessible EV charging sites as a part of the Safe Systems Approach outlined by the U.S. Department of Transportation and the U.S. Access Board. Examples of safety features that will be considered include, but are not limited to, enhanced lighting, emergency services phones, security video monitoring services, and personal information theft protection on charging station technology.

Table 6. *Rating considerations, the city's summary explanation, and perceived qualification rating for Criterion #1 Safety.*

Rating Considerations	Explanation	Qualification Rating
(1) Provide positive safety benefits for all users	In our planning, prioritization, and design phase of work (Task 1 outlined in Appendix A), we will prioritize providing positive safety benefits for all users.	Qualified

(2) Does not negatively impact safety for all users	In our planning, prioritization, and design phase of work (Task 1 outlined in Appendix A), we will prioritize designing station locations and sites that do not negatively impact safety for any/all users.	Qualified
(3) Promote safety through design	In our planning, prioritization, and design phase of work (Task 1 outlined in Appendix A), we will prioritize promoting safety through design. Safety features we will consider include but are not limited to: enhanced lightening, emergency services phones, security video monitoring services, and personal information theft protection on charging station technology.	Qualified

Criterion #2 Climate Change, Resilience, and Sustainability

The City of Boise believes the climate change, resilience, and sustainability criterion of this proposed project is eligible for a rating of "highly qualified". See Table 8 for a summary of the rating considerations, a summary explanation, and our perceived qualification rating for this criterion.

In 2021, the city finalized its Climate Action Roadmap – a comprehensive plan that has propelled the city toward achieving its Carbon Neutral Community by 2050 goal (Boise's Climate Action Roadmap, 2021). In 2018, our baseline year for assessing greenhouse gas emission reduction progress, 48% of the carbon emissions in our community was from transportation, making it our second highest source of greenhouse gas emissions, behind energy and building related emissions. Of these transportation-related emissions, 73% were from on- and off-road transportation. In 2021, as a part of our annual greenhouse gas emissions inventory, we estimated that the greenhouse gases emitted in the community from the transportation sector was 1,008,594 MT CO2e. As a part of our data-driven decision-making processes, the city has made decreasing transportation related emissions one of its top priorities.

Through the development of Boise's Climate Action Roadmap, areas of opportunity that have been identified to help us drastically reduce our on- and off-road transportation emissions include vehicle trip reduction, convenient transportation options, electric & efficient vehicles & equipment, and airline & freight efficiency. The focus of much of our work, including what is outlined in this project proposal, is collaborating with internal and external stakeholders to advance the use of EVs in our fleet and in our community, particularly for those who have been historically underserved. The city strives to accelerate the adoption of EVs through increasing the current inventory of EV charging stations in the community. We want to do this with a keen

focus on placing charging in areas of the community that are low-income, transportation disadvantaged, and more vulnerable to environmental injustice and the effects of climate change. In addition, we want to aid in developing the workforce needed for the growth of EVs and their associated fueling infrastructure in the Treasure Valley.

The analysis supporting Boise's Climate Action Roadmap notes that between now and 2050 (the city's date to achieve our community carbon neutrality goal) that reducing emissions from transportation will be the most significant of all actions necessary to achieve our goal. This project will provide a network of affordable and accessible EV charging stations which will encourage the adoption of EVs and decrease the number of road miles traveled by non-zero emissions vehicles. In addition our charging stations will provide a network of community charging for e-bikes to enhance their utilization, decreasing the number of road miles traveled by fossil fueling burning vehicles and zero-emissions EVs.

According to the AFLEET CFI Emissions Tool developed by Argonne National Laboratory, with "Moderate" charger utilization rates, installing 100 level 2 charging ports and 8 DCFC ports would result in 752.0 short tons of greenhouse gas emission reduced and air quality improvements that include reducing CO by 7130.5 lbs and NOx by 198.1 lbs per year. For the other vehicle emissions factors estimated under this scenario, please see Table 7. (AFLEET CFI Emissions Tool, 2023)

Table 7. *AFLEET CFI Emissions Tool estimating greenhouse gas reductions and vehicle emissions reductions for 100 level 2 and 8 DCFC stations set at a "Moderate" utilization rate for Idaho. (AFLEET CFI Emissions Tool, 2023)*

	GHGs	CO	NOx	PM10	PM2.5	VOC	SOx	Fuel Dispensed	Fuel
AFV Fueling Infrastructure	**(short tons)**	**(lb)**	**(lb)**	**(lb)**	**(lb)**	**(lb)**	**(lb)**	**(fuel unit)**	**Unit**
Level 2 EVSE	547.6	5,192.1	144.2	12.9	10.3	478.6	2.1	600,000	kWh
DCFC EVSE	204.4	1,938.4	53.8	4.8	3.9	178.7	0.8	224,000	kWh
Hydrogen									kg
Propane									gal
CNG									GGE
LNG									gal
Fueling Infrastructure Total	752.0	7,130.5	198.1	17.7	14.2	657.3	2.8		

The AFLEET CFI Emissions Tool states that "Moderate" utilization rates represent the average amount of utilization a charging station in the U.S. would see. However, Idaho is behind in EV adoption rates and charging infrastructure deployment and utilization. One of the intended outcomes of this project is to increase EV charging infrastructure to accelerate the current rate of EV adoption in our community. According to vehicle registration data from the Ada County Department of Motor Vehicles, vehicles registered in Boise that are identified as electric have seen a nearly 50% increase each year since 2016 (Ada County Vehicle Registration Data, 2022). We expect this number to continue increasing, particularly as EV charging infrastructure becomes more available and accessible in the community.

In addition to our greenhouse gas emissions, Ada County, which is home to the City of Boise and several other neighboring communities, has been designated as an area of nonattainment as required by the U.S. Environmental Protection Agency's National Ambient Air Quality Standards since the 1990s. Recently the Idaho Department of Environmental Quality has been going through the process to remove the nonattainment designation for Ada County and the designation is anticipated to be removed on July 1, 2023. Though progress in our area's air quality has been made, the area continues to be challenged with poor air quality, particularly during times of inversion. With the electrification of vehicles, we look forward to improved air quality, particularly in areas of our city that are underserved.

To enhance the resiliency in our community through our EV charging infrastructure project we propose here, we will work to do the following:

- Co-locate charging with emergency operations centers (such as fire station locations and hospitals),
- Provide shade for the charging sites as needed,
- Choose station sites and designs that address the Federal Flood Risk Mitigation Standard as updated by E.O. 13690.
- Work with our local electric utility to help build an awareness of where and when our electrical grid might be weakest and work with them to plan charging placement and programing that would allow chargers to go offline if needed.
- We will work with City of Boise Police, Fire, and Planning and Development Services Departments to ensure our proposed project and subsequent plans meet all required safety and resilience considerations.

In addition, the city will prioritize project planning that will avoid negative impacts to air and water quality, wetlands, and endangered species. We will work to address disproportionate impacts to underserved communities or those who have been historically impacted by poor environmental justice planning. We will coordinate with our natural disaster response team to ensure our project planning is in alignment with serving communities that have been historically underserved. The city will contract with a private company to receive guidance on these topics as needed to ensure our work honors the seriousness of the topic.

Table 8. *Rating considerations, the city's summary explanation, and perceived qualification rating for Criterion #2 Climate Change, Resilience, and Sustainability.*

Rating Considerations	Explanation	Qualification Rating
(1) Significantly reduce greenhouse gas emissions in the transportation sector	This project will allow for a significant advancement of EV infrastructure in the City of Boise. Greenhouse gas emissions reductions can be seen in Table 7 as estimated using the AFLEET CFI Emissions Tool.	Qualified
(2) Incorporate evidence-based climate resilience measures and features, and address the Federal Flood Risk Mitigation Standard as updated by E.O. 13690, as appropriate	As a part of our planning, prioritization, and design phase of work (see Task 1 in Appendix A), we will incorporate evidence-based climate resilience measure and features and address the Federal Flood Risk Mitigation Standard as updated by E.O. 13690.	Qualified
(3) Consider climate change, resilience, and environmental justice in project planning and delivery	Our project will be rooted in decreasing greenhouse gas emissions, promoting climate action, mitigating climate risks, promoting, and designing for resilience, and centering equity and environmental justice.	Qualified
(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	The city will prioritize project planning that will avoid negative impacts to air and water quality, wetlands, and endangered species. We will work to address disproportionate impacts to underserved communities or those who have been historically impacted by poor environmental justice planning. We will coordinate with our natural disaster response team to ensure our project planning is in alignment with serving communities that have been historically underserved. The city will contract with a private company to receive guidance on these topics as needed to ensure our work honors the seriousness of the topic.	Qualified

Criterion #3 Equity, Community Engagement, and Justice40

The City of Boise believes the equity, community engagement, and Justice40 criterion of this proposed project is eligible for a rating of "highly qualified". See Table 9 for a summary of the rating considerations, a summary explanation, and our perceived qualification rating for this criterion.

During our planning, prioritization, and design phase of work (as outlined in Task 1 in Appendix A), the city will utilize several tools to prioritize and plan for EV charging locations and charging types that direct, at a minimum, 40% of the economic and environmental benefits toward neighborhoods identified as underserved. We will likely incorporate assistance from a private entity to help us perform an equity analysis to maximize the benefits of this project toward Justice40 communities. An initial planning and prioritization phase of work would include the utilization of the following tools:

- DOT Transportation Disadvantaged Census Tracts Tool (https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a)
- EV Charging Justice40 Map (https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations)
- City of Boise, Clean City Index (technical memorandum available upon request, link not available)
- Climate and Economic Justice Screening Tool (https://screeningtool.geoplatform.gov/en/#10.78/43.6011/-116.2583)

In addition to prioritizing siting stations and directing benefits toward underserved communities, the city will also prioritize community engagement strategies that prioritize voices from underserved communities. As with much of the work we propose, we will lean on expertise outside our organization to guide our work in this important space. As with many communities, the city has space for growth and improvement when it comes to hearing and incorporating feedback from underserved communities and we are eager to do better. We want to lean into strategies such as going to underserved neighborhoods in-person to build relationships and trust, partnering with community organizations that are already trusted by underserved communities, providing compensation for the time and feedback of community members, holding engagement events (such as listening sessions, feedback groups, and open houses) during times that are varied and most accessible to underserved communities, and offering communications and feedback opportunities in English and Spanish.

The city will plan to utilize feedback gained through the State of Idaho's National Electric Vehicle Charging Infrastructure Plan development as a foundation for understanding community feedback on EV charging infrastructure in Idaho (2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan, 2022). The city will also perform its own stakeholder and

community engagement effort that focuses on those in the City of Boise. Understanding the needs of the community with regard to EV charging is crucial and we feel it would be a missed opportunity to not connect with community members, particularly those in underserved neighborhoods, to learn how we can site EV charging stations and provide infrastructure that meets their needs. In addition, we see a unique opportunity to use project funds to educate the community on the benefits of EVs and EV charging from an environmental, economic, and social perspective. Though EVs are increasing in adoption in the Boise area and the State of Idaho, our community still lags behind most of the rest of the country. This is due, in part, because of EV affordability, the fear of not being able to charge when needed (often referred to as "range anxiety"), and cultural preferences toward vehicles with internal combustion engines. We can use several of our EV charging sites to educate pedestrians and community members on the benefits of EVs and EV charging through interactive displays, and signage. At least 40% of the benefits associated with the Community Education and Outreach task of this project will be directed to areas of our community that are identified as underserved. Last, we will ensure resources are being allocated to share our projects successes and challenges with other area local governments to enhance their future success in EV charging.

As a part of the four tasks we highlight in the work we will complete through this project (see Appendix A for details of each task), Task 3 is devoted entirely to community engagement and outreach that is rooted in equity and ensuring at least 40% of the benefits of our work are directed toward underserved communities as identified in the U.S. Department of Energy and the U.S. Department of Transportation's Electric Vehicle Charging Justice40 Map.

Table 9. *Rating considerations, the city's summary explanation, and perceived qualification rating for Criterion #3 Equity, Community Engagement, and Justice40.*

Rating Considerations	Explanation	Qualification Rating
(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 or EV Charging	An equity analysis will be performed by a hired, private entity to help us complete an equity analysis to maximize the benefit of this project experienced by underserved communities. The city will utilize the following tools as a part of the assessment: - DOT Transportation Disadvantaged Census Tracts Tool (https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a) - EV Charging Justice40 Map (https://www.anl.gov/esia/electric-	Qualified

Justice40 Map tool or equivalent tools in their assessment.	vehicle-charging-equity-considerations) - City of Boise, Clean City Index (technical memorandum available upon request, link not available) - Climate and Economic Justice Screening Tool (https://screeningtool.geoplatform.gov/en/#10.78/43.6011/-116.2583)	
(2) Include meaningful public engagement throughout the project's life cycle and to the extent possible, projects that target at least 40 percent of benefits toward low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities	The city is committed to completing meaningful public engagement throughout the life cycle of this project. Task 1 (as described in Appendix A) will include an initial engagement process that aims to guide our prioritization, planning, and site design to ensure at least 40% of the benefits of this project flow toward underserved communities.	Qualified
(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	The city aims to provide numerous EV charging stations throughout the community that will increase affordable transportation options throughout the city. We are committed to keeping charging fees low (with no profit incurred), increasing charging access for underserved neighborhoods, minimizing environmental risks and burdens, increasing safety, increasing resilience, and creating a workforce development program that will help connect Americans (particularly those underrepresented in the electrical trade) to good-paying jobs that have the potential to improve their quality of life.	Qualified
(4) Enable all people within the multimodal transportation networks	Where possible, we will ensure our EV charging stations installed through this project include charging options for e-bikes	Qualified

to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease.	and be located near public bus stops to increase multimodal transportation options in our community. We will center safety, affordability, and the ability of community members to commute with 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 the DOT's Rural Opportunities to Use Economic Success (ROUTES) initiative) if geographically relevant to the project or indicate that this is not relevant.	As a part of our planning, prioritization, and design phase of work (as described in Task 1 in Appendix A), the city will assess the unique challenges rural and Tribal communities face regarding mobility and economic development in our city and the surrounding community to help inform the stakeholder engagement, siting, design of our charging station locations. We will assess the relevance of the DOT's Rural Opportunities to Use Economic Success (ROUTES) initiative to our project and location and implement those standards as appropriate. This phase of work will utilize help from a private entity to ensure we are, at a minimum, meeting the requirements.	Qualified
(6) Incorporate and support integrated land use, economic development and transportation planning to improve movement of people and goods and local fiscal health, facilitates greater public and private investments and strategies in land-use productivity, including rural main street revitalization or increase in the production or preservation of location-efficient housing.	The city will work with its local transportation and development partners to ensure this project is incorporating and supporting land use, economic development, and transportation planning. These partners will include the Idaho Transportation Department, the Ada County Highway District, the Community Planning Association of Southwest Idaho, and the City of Boise. As a part of our planning, prioritization, and design phase of work (as described in Task 1 in Appendix A), we will work with a private entity to help us identify EV charging sites that increase the production or preservation of location-efficient housing.	Qualified

Project Partners

Partners for this project span a variety of sectors. Table 10 outlines the opportunities we see for partnership for this project.

***Table 10**. Possible project partners.*

Sector	Partnering Organization
Local government	City of Boise, Ada County Highway District
State government	Idaho Department of Environmental Quality, Idaho Office of Energy and Mineral Resources, Idaho Department of Labor Apprenticeship Program, Idaho Workforce Development Council
Non-profit organizations	Treasure Valley Clean Cities Coalition, Idaho Conservation League, Conservation Voters for Idaho, Sierra Club – Idaho Chapter, Clean Energy Opportunities for Idaho
Electrical Utility	Idaho Power
Electrical Unions	National Electrical Contractors Association, International Brotherhood of Electrical Workers (Chapter 291)
Electrical Apprenticeship Programs	College of Western Idaho's Electrician Apprenticeship Program, Southwest Idaho Electrical Training Center, International Brotherhood of Electrical Workers (Chapter 291), Southwest Idaho Electrical JATC
Auto Mechanic Unions	International Association of Machinists and Aerospace Workers
Auto Mechanic Educational Programs	College of Western Idaho Automotive Technology Program
Institutions for Higher Education	Boise State University, College of Western Idaho
Private property owners	Old Boise LLC

Criterion #4 Workforce Development, Job Quality, and Wealth Creation

The City of Boise believes the workforce development, job quality, and wealth creation criterion of this proposed project is eligible for a rating of "qualified". See Table 11 for a

summary of the rating considerations, a summary explanation, and our perceived qualification rating for this criterion.

According to The Dodge Report, between 2020 to 2023 Idaho saw a 377% increase in construction projects started and is projected to see a 9% increase in starts from 2022 to 2023 (The Dodge Report, 2023). According to the International Brotherhood of Electrical Workers (IBEW), two large projects currently planned for the Boise metropolitan area (the Meta Data Center and the Micron Expansion) will utilize more than 1/3 of the electricians in all of Ada and Canyon County, which includes the City of Boise. As quoted from a conversation with Membership Development with the IBEW, Local 291, "With the continued work in the State and big projects coming to the Treasure Valley there is a definite gap in qualified electrical workers" (International Brotherhood of Electrical Workers Local 291, 2023).

As a part of this project, we propose a workforce development program that will aid in bridging the gap between the current electrician and EV charging infrastructure maintenance and operation workforce in the Boise area. We will prioritize reaching people who are historically under-represented in electrical industries, including women, minorities, people with limited incomes, people with disabilities, and those who have been incarcerated. In addition, we will partner with our local unions and colleges to help increase awareness of and access to good-paying jobs that have free and fair choice to join a union. Private partnerships will be a significant component of this phase of the project.

The workforce development component of this project will be informed by stakeholder involvement and responsive to the needs of that segment of our community. In addition to benefiting the workforce that serves the city, the entire metropolitan area will have the opportunity to participate in the components of the program we design and execute. Conversations with the College of Western Idaho's Workforce Development team has made it clear to us that there is an increasing need for developing programs to attract electricians toward certification programs and future jobs that focus on EV infrastructure. The city's work through the CFI Program would allow us to supplement work done by the College of Western Idaho and other local electrical apprenticeship programs, such as the International Brotherhood of Electrical Workers Chapter 291, to achieve the workforce goals expressed in this proposal.

For a complete description of our proposed workforce development program and the associated tasks, please see Appendix A. Task 4.

Table 11. *Rating considerations, the city's summary explanation, and perceived qualification rating for Criterion #4 Workforce Development, Job Quality, and Wealth Creation.*

Rating Considerations	Explanation	Qualification Rating
(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.	Our proposed project will increase the demand of union-eligible electrician jobs in the Treasure Valley. The City of Boise has a Request for Information/Proposal process that will ensure the organizations we contract with for the work on this project have strong project labor agreements in place. The city will look to update the RFI/RFQ process as needed to meet the project and Justice40 goals.	Qualified
(2) 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.).	The city will offer a workforce development program, which will partner with local electrical apprentice programs, to increase the number of individuals completing electrical apprentice programs and certifications for EV supply and equipment installation and maintenance. We will hire assistance from a private entity to ensure our workforce development program is utilizing proven techniques for increasing access for women, people of color, and others that are under-represented in infrastructure jobs.	Qualified
(3) Utilize hiring policies and provide workplace culture that promote the entry and retention of underserved populations.	The City of Boise has a Request for Information/Proposal process that will ensure the organizations we contract with for the work on this project have strong project labor agreements in place. The city will look to update the RFI/RFQ process as needed to meet the project and Justice40 goals, and to ensure those we contract with	Qualified

	provide a workplace culture that promotes entry and retention of underserved 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.	The City of Boise will incorporate requirements in local government procurement processes for this project that will prioritize contracting with local entrepreneurship, Disadvantaged Business Enterprises, Minority-owned Businesses, and Women-owned Businesses, or 8(a) firms.	Qualified

Criterion #5 CFI Program Vision

The City of Boise believes the CFI program vision criterion of this proposed project is eligible for a rating of "highly qualified". See Table 12 for a summary of the rating considerations, a summary explanation, and our perceived qualification rating for this criterion.

This project aims to fulfil the CFI program vision by expanding the availability of accessible, equitable, and publicly available EV charging infrastructure. We will deploy at least 100 level 2 charging ports and 4 to 8 DCFC ports throughout the community with a priority toward areas of the community that are underserved. Project sites will be public and community facing locations. Charging sites will be located near multifamily housing and local businesses to increase access and drive economic activity. As the program progresses, we will look to partner with private property owners interested in hosting EV charging stations on their publicly accessible properties, with a preference to those interested in hosting DCFC in underserved neighborhoods.

Additionally, this project demonstrates that it will address the three focus areas outlined in Table 12 and discussed in "Section i. Project Narrative – Additional Project Narrative Information" of this proposal.

Table 12. *Rating considerations, the city's summary explanation, and perceived qualification rating for Criterion #5 CFI Program Vision.*

Rating Considerations	Explanation	Qualification Rating
For Community Programs, equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community, including but not limited to local business, 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	All the currently proposed EV charging station locations discussed in this project application are on publicly accessible, city property that includes facilities such as parking facilities, multimodal hubs, workplaces, in commercial districts, near multifamily housing, in public parks or recreational destinations, tourism locations, near retail centers, and local businesses. As this project progresses, we would also explore opportunities with private property owners, such as Old Boise LLC who is interesting in offering publicly accessible DCFC in an underserved area of our city.	Qualified
In addition, the application demonstrates that the project will address one of the focus areas in Section D.2.i.	This project demonstrates that it will address the following three focus areas: - Connect or promote multi-modal hubs and shared-use fleets and services. - Provide convenient, affordable access to charging infrastructure to offer urban/suburban area charging solutions. - Enable electrification and charging for fleet vehicles that serve and operate in the community.	Qualified

DOT Statutory Selection Priorities

Rural Areas

While Boise is primarily an urban and suburban city, many areas surrounding Boise are rural. Many rural residents visit Boise for employment, healthcare and service needs and the increased availability of EV charging here may provide a larger benefit than other suburban/areas in the U.S. due to the nature of the urban and rural interface in Southwest Idaho.

Low- and Moderate-Income Neighborhoods

Our proposal will prioritize neighborhoods identified as underserved through the U.S. Department of Energy and the U.S. Department of Transportation's Electric Vehicle Charging Justice40 Map and work to prioritize station locations in areas of the city that contain more low- and moderate-income neighborhoods. Utilizing the Justice Map tool and data from the 2020 Census, we can see census tracts in the city that are of various levels of income (Figure 10; Justice Map, 2023).

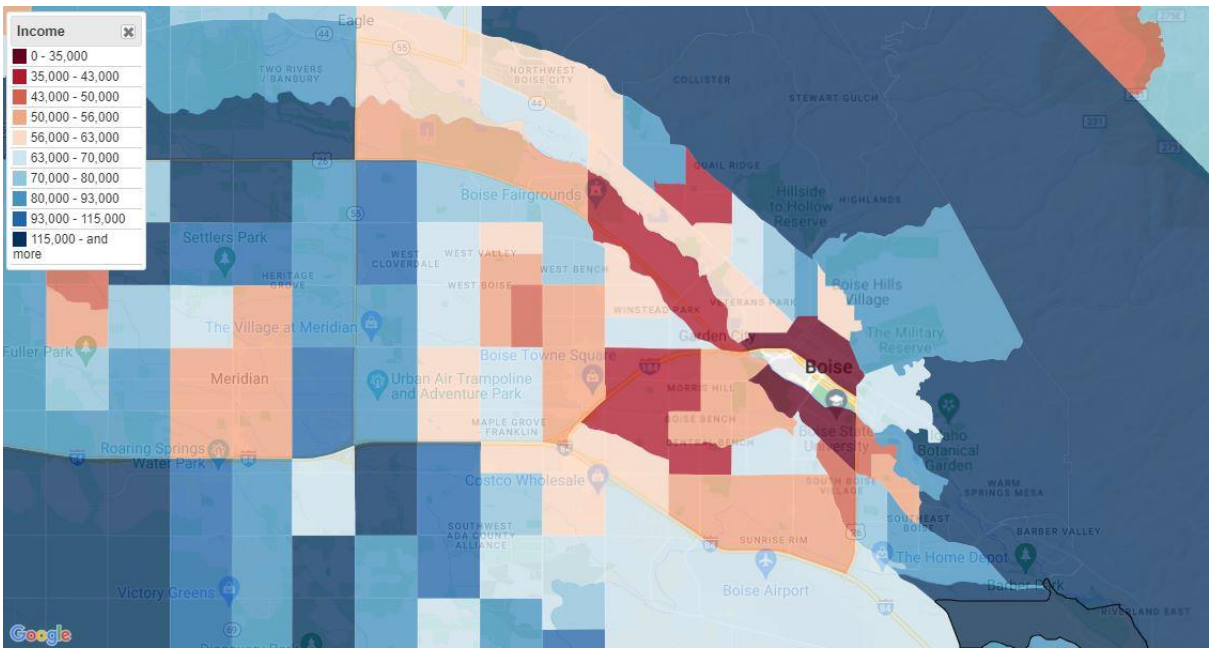

Figure 10. *Census tracts in Boise with various levels of income as reported by the 2020 Census and visualized by Justice Map, 2023. This data, in addition to other demographic information and tools for identifying underserved communities, will be used to prioritize charging station locations.*

Communities with a low ratio of private parking spaces to households or high ratio of multiunit dwellings to single family homes

We aim to site EV charging in at least 20 locations throughout the city and plan to prioritize locations near multifamily housing. Figure 11 shows our proposed EV charging station locations and areas of our community that are currently zoned for multi-family housing. When seeking out private partnerships from property owners in Boise to site EV charging stations, we will prioritize partnerships that are located within or very near areas currently zoned for multifamily housing, particularly for siting DCFC stations. Details of these partnerships will be clarified as partnership opportunities are sought and identified.

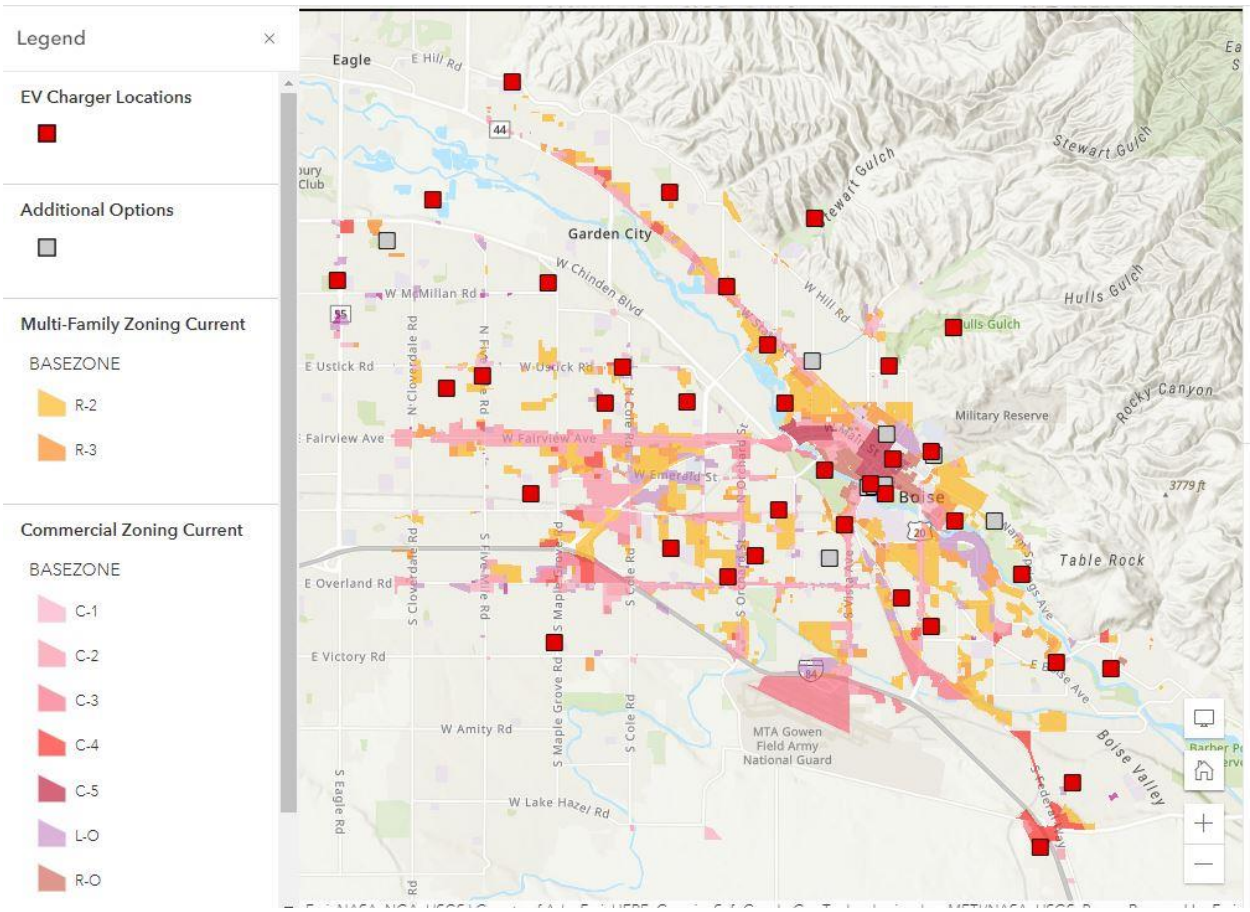

Figure 11. *Proposed EV charging locations (primary options in red and additional options in gray) with areas of the city that are zoned for multifamily housing. One of our priorities in identifying locations for private partnerships with property owners would be siting stations near or within addition multifamily housing areas.*

Additional Considerations

Contributing to geographic diversity among eligible entities, including urban and rural

Boise is the largest city and metropolitan area in one of the most rural states in the United States. While Boise is predominantly urban and suburban, the nearby interface with very rural areas is supportive for the selection of our application as opposed to the selection applications from other(s) states that have numerous urban or suburban areas and less rural areas. The city's project can demonstrate success for Boise that can be shared and applied in other more rural Idaho communities.

Meeting current or anticipated market demands for charging or fueling infrastructure, including faster charging speeds

According the U.S. Department of Energy's Alternative Fuels Data Center, as of May 2023 there are four DCFC charging stations with a total of 19 ports (Figure 3) and 42 level 2 charging stations with a total of 81 ports (Figure 4) located in the City of Boise (Alternative Fuel Station Locator, 2023). Vehicle registration data for the City of Boise suggests the percentage of EVs on Boise roadways is 0.36% (Ada County Vehicle Registration Data, 2022), far below the national average of 0.52% (Vehicle Registration Counts by State, 2023). According the U.S. Department of Energy's Alternative Fuels Data Center EVI-Pro Lite Tool, if 1% of the vehicles on Boise's roadways are electric (with 30% of those vehicles not having access to home charging), then (EVI-Pro Lite Tool, 2023), Boise would need a total of 38 DCFC charging ports and 357 level 2 charging ports. This proposed project would bring the total number of level 2 charging ports in the city to 181 (51% of the needed level 2 ports identified to support 1% of the vehicles on Boise's roadways being EVs) and the total number of DCFC charging ports in the city to 27 (71% of the needed DCFC ports identified to support 1% of the vehicles on Boise's roadways being EV). Increasing the available EV charging infrastructure in the city will help us encourage the adoption of EVs, decrease our community's greenhouse gas emissions, and prepare for the future increase of EVs driving on Boise's roadways.

DOT Priority Considerations

Through this application and the priorities we express, it is our goal to make clear our commitment to honoring the Justice40 initiative, developing our local workforce to help support quality jobs, wealth creation, and opportunity, while also installing EV infrastructure in our community to reduce our greenhouse gas emissions and improve our local air quality. Throughout our work, we will utilize processes that involve teaming with our community to

learn what they need and want to see from this program, particularly those who are underserved. We do not want to complete this project just to increase charging infrastructure. We want to complete this project utilizing the best practices available to honor equity, quality infrastructure that is reliable and helps meet the demands of EV drivers (now and in the future), and work with local electrician apprentice programs to attract a new, historically underrepresented population of electricians that are able to install and maintain EV charging infrastructure through jobs that pay them a fair wage, have strong workplace cultures, and offer them free and fair access to join a union.

iv. PROJECT READINESS AND ENVIRONMENTAL RISK

This application proposes a complete approach to EV charging deployment, starting with a detailed planning process that guides and supports implementation activities. This proposal is truly a start to finish project and we are committed to completing the work in the window we are afforded and doing our part to minimize and mitigate any risks that result from the work. To address the Project Readiness and Environmental Risk items requested in the NOFO, we include the bulleted list as shown in the NOFO here with and our responses:

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

City response: Because of the early stage of project development we are in, 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 has not been completed.

- *A discussion of energy source and storage needs.*

City response: An initial energy source and storage needs evaluation has been completed by Idaho Power for all the prospective EV charging stations we propose in this application. Currently, 28 of the 36 priority sites listed in Table 1 have the capacity to accept the electrical load required for installing 4 level 2 charging ports without any additional electrical upgrades. The city will work to balance our budget while also prioritizing sites that offer particular benefits to underserved communities, even if electrical upgrades are necessary.

- *An assessment of real property and ROW acquisition necessary for the project or a state of no acquisition is necessary.*

City response: We do not anticipate that real property or ROW acquisitions will be required for the project to be completed as most of our proposed sites are located on city property. Agreements may be necessary should facilities be located on publicly accessible private property(ies) or public property(ies) not owned or operated by the city.

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

City response: The city is coordinating with COMPASS, our Metropolitan Planning Organization, to add the project as outlined in this proposal to our regional Transportation Improvement Plan. According to the State of Idaho, this project is not required to be included in any State planning documents, though we will ensure engagement with State of Idaho stakeholders.

- *Any project approvals obtained.*

City response: Leadership at the city is supportive of this project as shown through personal communication, the acceptance of Boise's Climate Action Roadmap, and the adoption of the City of Boise's Carbon Neutral by 2050 goal. No additional approvals are required at this time.

- *Identification of known or anticipated project risks and how they will be addressed.*

City response: Due to the early phase of development of this project, an environmental risk assessment has not yet been completed for this proposed project. When appropriate, this project will undergo all necessary National Environmental Policy Act (NEPA) reviews, approvals and permits to ensure we understand the expected or anticipated environmental impacts of this project and can mitigate them. We are committed to limiting any identified environmental impacts that are identified through those processes.

- *Discussion about any coordination or public engagement that has been completed or is ongoing regarding this project.*

City response: Early stakeholder identification has begun to align our project proposal with our community's needs, expectations, and interests. In addition, we have an ongoing partnership with the Treasure Valley Clean Cities Coalition to understand the community's interests and needs regarding EV charging needs. The formal coordination and public engagement for this project would begin in the first task of activities as proposed in this application.

- *Discussion about intentions for Disadvantage Business Enterprise (DBE) participation or engagement.*

City response: We will identify opportunities to engage and contract with businesses classified as a Disadvantaged Business Enterprise (DBE) to advance equity in our business community. The city has a well developed public procurement process that we will refine as needed to ensure we are encouraging and prioritizing collaboration with individuals and businesses that represent disadvantaged and underserved populations.

- *Discussion of how equity and accessibility requirements will be met.*

City response: The city will prioritize charging station site designs that are safe, accessible, and comply with the minimum requirements for publicly accessible EV charging infrastructure as outlined in the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680). We would ensure EV charging site designs meet the National Roadway Safety Strategy that was issued in January 2022 to support the Federal Highway Administrations goal of zero roadway deaths and meet the standards for the Americans with Disabilities Act. We are committed to being proactive in developing safe and accessible EV charging sites as a part of the Safe Systems Approach outlined by the U.S. Department of Transportation and the U.S. Access Board. Safety features we will consider include but are not limited to: enhanced lighting, emergency services phones, security video monitoring services, and personal information theft protection on charging station technology. In addition, the city will prioritize accounting for the distribution benefits across our community to ensure at least 40% go to underserved communities, in addition to a continued effort to engage with underserved populations and businesses. This work may be done in partnership with a private entity.

- *An anticipated project timeline or anticipated project milestone dates.*

City response: This project would aim to follow the timeline below (Table 13). With a project of this size, we expect some adjustments will be made as we continue planning and implementation, however we would commit ourselves to a timely implementation schedule that prioritizes the goals of our project. For a more detailed timeline, please see the Excel file attachment submitted as a part of this grant application.

Table 13. *Preliminary project timeline by task. For a more detailed timeline, please see the Excel file attachment submitted as a part of this grant application.*

	2024	2025	2026	2027	2028	2029	2030
Task 1: Prioritization, Planning, and Design							
Task 2: Electric Vehicle Charging Infrastructure							
Task 3: Community Education and Outreach							
Task 4: Workforce Development							

- *Information about how 23 CFR Part 680 requirements, published on February 28, 2023 will be included.*

City response: The city will ensure our project follows all minimum standards and requirements for the construction of publicly accessible EV chargers. This includes all requirements through this regulations, such as the installation, operation, and maintenance by qualified technicians of EV charging infrastructure, the interoperability of EV charging infrastructure, traffic control devises or on-premises signed acquired, installed or operated, data submittal, charging network connectivity of EV charging infrastructure, information on publicly available EV charging infrastructure locations, pricing, real time availability, and accessibility through mapping, and additional federal requirements. This work may be done in partnership with a private entity.

SUMMARY

Through the U.S. Federal Highway Administration's CFI Grant (Opportunity number: 693JJ323NF00004) the City of Boise requests $4 million dollars from the grant's Community Program to (1) increase the availability of public EV infrastructure by installing more than 100 level 2 charging ports and 4 to 8 DCFC ports throughout the city, (2) increase community education and outreach to enhance EV adoption, the community's understanding of climate change and the benefits transportation electrification poses, and introduce the community to the growing workforce needs, and (3) create a workforce development program to help the Boise

community meet the growing need of professionals able to install and maintain EV charging infrastructure and mechanics able to service EVs that includes stakeholder engagement, educational content development, and EV career fairs. All work the city completes as a part of this proposed grant program will center equity, safety, sustainability, and community resilience. Each phase of work will include a stakeholder engagement component to ensure we are meeting the needs of our community and serving our community members that have been historically underserved.

We thank the U.S. Department of Transportation, the Federal Highway Administration, and all reviewers of our application for their time and consideration.

APPENDIX A: Project Task Breakdown

Below, we express in greater detail what can be expected with these four primary project tasks.

Task 1: Prioritization, Planning, and Design

Proposed budget: $880,000 (combination of City of Boise match and CFI Grant funds)

This portion of work will likely be contracted with a private entity.

As a part of this project, we propose starting with a prioritization, planning, and design phase of work that consists of the following four main activities:

Activity	Description
Stakeholder engagement Estimated budget: $150,000.	Conduct an engagement effort that brings together stakeholders to gain an understanding of their needs and priorities regarding EV charging infrastructure in the city. The publicly accessible infrastructure installed be accessible to personal vehicles and fleet vehicles which will require a broad range of stakeholders. A preliminary list of stakeholders that we would seek to engage in the prioritization and planning phase of this project includes, but is not limited to, community members from underserved areas of our city, EV owners and drivers, utilities, infrastructure providers, technology providers, EV charging providers, Community Planning Association of Southwest Idaho (our metropolitan planning organization), the State of Idaho (including the Idaho Transportation Department, the Office of Energy and Mineral Resources, and the Idaho Department of Environmental Quality), Tribes, and neighboring local governments (such as the City of Meridian, the City of

	Eagle, and the City of Garden City, and the Ada County Highway District), fleet managers, shared mobility operators, fuel station owners and operators, labor organizations, infrastructure construction and component parts suppliers, and multi-State and regional entities.
Prioritizing charging station locations and types Estimated budget: $130,000	Identify which potential charging station locations meet our project priorities of safety, equity, and resilience. The sites identified would then be considered "priority EV charging sites". Of the 40 potential sites initially identified as a part of this project, we would look to prioritize EV charging at a more than half of them and are committed to centering our prioritized site locations around equity by focusing efforts on locations that have been identified as underserved using the U.S. Department of Transportation and the U.S. Department of Energy's Electric Vehicle Charging Justice40 Map. Determine what level of charging (level 2 or DCFC) would be most appropriate for the priority EV charging sites identified. We expect, based on the site types, that level 2 charging will be appropriate for most sites.
Plan for technology Estimated budget: $60,000	Plan to utilize technology that makes the charging infrastructure accessible to a diverse a population as possible and comply with the minimum requirements for publicly accessible EV charging infrastructure as outlined in the 23 CFR Part 680. This will be accomplished by selecting charging connector types that are accessible to the widest audience and providing publicly available information on real-time availability as well as payment methods to ensure secure, convenient, fair, and equal access for drivers, in addition to meeting the minimum requirements as stated in 23 CFR Part 680. Additionally, the city will strive to keep charging affordable. The city is not interested in profiting from community members charging their vehicles at our proposed charging stations and will adjust rates as needed to reflect that value, resulting in an affordable EV charging network within the city.
Design and permitting Estimated budget: $540,000 .	Design sites that are safe, accessible, and comply with the minimum requirements for publicly accessible EV charging infrastructure as outlined in the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR Part 680). We would ensure EV charging site designs meet the National Roadway Safety Strategy that was issued in January 2022 to support the Federal Highway Administrations goal of zero roadway deaths and meet the standards for the Americans with Disabilities Act. We are committed to being proactive in developing safe and accessible EV charging sites as a part of the Safe Systems Approach outlined by the U.S. Department of Transportation and the U.S. Access Board. Safety features we will consider include but are not limited to: enhanced lightening, emergency services phones, security video monitoring services, and personal information theft protection on charging station technology.

	Complete any National Environmental Policy Act (NEPA) reviews, as appropriate. Complete any other necessary permits, reviews, or approvals needed to complete this project successfully while considering the region's transportation, environmental, and community needs.

Task 2: Electric Vehicle Charging Infrastructure

Proposed budget: $2,660,000 (combination of City of Boise match, CFI Grant funds, and property owner partnerships)

This portion of work will likely be contracted with a private entity.

The second task in this project will focus on the installation of the EV charging infrastructure. That work will include the two main activities:

Activity	Description
Charger installation and construction Estimated budget: $2,610,000	Perform the construction and installation for approximately 100 level 2 and 4 to 8 DCFC stations across the city. The city is committed to ensuring at least 40% of the benefits resulting from this project are directed toward underserved populations in our city. Ensure the construction, operations, and maintenance of the stations follows the minimum requirements as stated in 23 CFR Part 680. Ongoing operations and maintenance will likely be shared between the City of Boise's Facilities, Operations, and Maintenance Division, as well as a private entity or entities.
EVSE technology install and testing Estimated budget: $50,000	After the EV charging stations have been installed, the city will undergo a testing period with the EV charging stations and features with various user groups. This user testing will be used to inform our communications with and support for the community. The ease of use and support associated with the charging stations will be vital to the program's success. Once support materials are developed and we feel confident the community members will have a positive user experience, we will launch the program.

Task 3: Community Education and Outreach

Proposed budget: $110,000 (combination of City of Boise match and CFI Grant funds)

This portion of work will likely be contracted with a private entity.

The Community Engagement and Outreach task will consist of three main activities:

Activity	Description
Design and install educational and interactive displays and signage Estimated budget: $55,000	Design and install educational and interactive displays and signage to help educate and engage our community on the benefits transportation electrification. We plan to identify at least 2 sites for these displays and signage to be placed.
Program engagement and communications Estimated budget: $40,000	The city will work to communicate with the public on the initial program announcement, launches of stations, and how to find and use EV chargers. For this work, various platforms such as the City of Boise website, social media, events, and potentially the utilization of a smart phone application.
Sharing our experience with stakeholders Estimated budget: $15,000	As the city progresses through the implementation of the project, we will gain valuable experience and insight that we will be eager to share with other stakeholders in our city, metropolitan area, state, and across the country. This may include meetings, presentations, and speaking engagements with various stakeholders. In addition, we would be interested in presenting our project, progress, and final products at topic-relevant professional meetings and conferences.

Task 4: Workforce Development

Proposed budget: $350,000 (combination of City of Boise match, CFI Grant funds, and partnerships)

This portion of work will likely be contracted with a private entity.

Our workforce development program will aid in bridging the gap between the current electrician and EV charging infrastructure maintenance and operation workforce in the Boise area. We will prioritize reaching people who are historically under-represented in electrical work, including women, minorities, people with limited incomes, people with disabilities, and people who have been incarcerated. In addition, we will partner with our local unions and colleges to help increase awareness of and access to good-paying jobs that have free and fair choice to join a union. Private partnerships will be a significant component of this phase of the project.

Our workforce development program will consist of three main activities:

Activity	Description
Stakeholder engagement Estimated budget: $50,000.	Connect with local partners to design and implement the program. Local partners include, but are not limited to, the College of Western Idaho's Electrician Apprenticeship Program, the Southwest Idaho Electrical Training Center, the local chapter of the National Electrical Contractors Association, the local chapter of the International Brotherhood of Electrical Workers (Chapter 291), the Idaho Department of Labor Apprenticeship Program, and the Idaho Workforce Development Council. As a part of this component of our project, we will engage with the local unions and companies that hire electricians to discuss job-quality enhancement strategies and the development of supportive services to help them train, place, and retain electrical students and electricians within their organizations and businesses.
Program Development and Implementation Estimated budget: $150,000.	Design education and outreach materials to introduce the work associated with EV charging and the gaps in the workforce that exist to the apprentices and prospective students of the apprentice programs or connect the apprenticeship and training programs with previously prepared materials. This programing could be offered during coursework for electrical apprentices and/or we could develop content in partnership with the apprentice programs to introduce students and prospective students to workforce opportunities in EV charging.
Electric Vehicle and Electric Vehicle Infrastructure Job Fair	Design an "Electric Vehicle and Electric Vehicle Infrastructure Job Fair". This would include a 1 to 2 day event for professionals and prospective professionals interested in electrical work and vehicle maintenance to come together to learn more about the work needed to support the EV transition. We would invite professionals to speak and/or have tables at the event. Professionals to invite would include local electrical apprentice programs, electricians working on EV charging, EV supply equipment companies, EV

Estimated budget: $150,000.	original equipment manufacturers, electrical unions, auto mechanic training programs, auto mechanic unions, and auto mechanics currently trained to work on EVs. Attendees to invite would include the public, high school students, apprentices, and practicing electricians and auto mechanics interested in learning more about jobs associated with EVs and EV infrastructure. Partners to help plan the event would include the City of Boise, the Treasure Valley Clean Cities Coalition, and possibly Idaho Power and an additional environmental non-profit. We would offer registration discounts for students and for those who are from underserved and underrepresented populations, including women, minorities, people with limited-incomes, people with disabilities, and people who have been incarcerated. This event will be held annually for a minimum of 2 years, and hopefully extended to 5 or more years, depending on budget and feedback received on the event's impact as reported by attendees and stakeholders.

As with all the priority areas in this proposed project, the workforce development component of our work will be informed by the stakeholder involvement and responsive to the needs of that segment of our community. In addition to benefiting the workforce that serves the city, the entire metropolitan area would have the opportunity to participate in the components of the program we design and execute.

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Charging and Fueling Infrastructure Grant Application

Opportunity Number: 693JJ323NF00004

Community Program Application

City of Boise

June 13, 2023

Increasing Access to Electric Vehicle Charging in Boise, Idaho Through Infrastructure Deployment and Workforce Development

SF-424(C) - Budget Narrative

The following narrative is provided in addition to the content of form SF-424(C). While Boise's proposed project includes both construction and non-construction elements, based on our interpretation of the relevant federal regulations, we determined that forms SF-424(C) and SF-424 (D) are most appropriate for our proposed project.

Funds for this project would come from two sources: the City of Boise and the U.S. Federal Highway Administration's CFI Grant Program. In addition, members of our community have expressed an interest in contributing to this project through property owner partnerships. Last, we also expect partnerships to arise as we continue to work with various community partners. Many of the contributions through community partnerships will likely be in-kind. However, should private or community partnerships not provide funding for this project, the city is prepared to contribute the full 20% match requirement for this grant. At this time, we have not identified additional federal funding sources to help support this project. However, we will evaluate future funding opportunities as they become available.

The estimated budget for this project has been broken down by cost classification in alignment with Form SF-424(c) and reflects the estimated budget values shown in the Budget Information and Program Description sections of the Project Narrative. We expect the budget shown here will need to adjust as work on this project progresses and costs associated with the labor, equipment, and technology are refined.

Cost Classification	Total Allowable Costs	Description
Administrative and Legal Expenses	None proposed at this time.	None.
Relocation Expenses and Payment	None proposed at this time.	None.

Architectural and Engineering Fees	$670,000	This includes architectural and engineering fees proposed in Task 1 as Boise anticipates the utilization of consulting or engineering services to complete the proposed prioritization activities, design and permitting, including NEPA compliance. Costs were estimated as a percentage of the total cost of construction.
Other Architectural and Engineering Fees	None proposed at this time	All architecture and engineering fees are proposed in SF-424(C), Line 4.
Project Inspection Fees.	$26,100	Proposed in Task 2. Cost was estimated as a percentage of the total cost of construction. Funding would pay for contractual services to support project inspections.
Site Work	$522,000	Proposed in Task 2. Cost was estimated as a percentage of the total cost of construction. Funding would pay for construction services to support site work associated with project construction.
Demolition and Removal	$52,200	Proposed in Task 2. Cost was estimated as a percentage of the total cost of construction. Funding would pay for construction services to support demolition work associated with project construction.
Construction	$1,044,000	Proposed in Task 2. Cost was estimated as a percentage of the total cost of construction including equipment. Funding would pay for construction services to support construction and infrastructure work associated with the project.
Equipment	$913,500	Proposed in Task 2. This is the estimated cost of the equipment for the proposed number of Level 2 and DC Fast Chargers to be installed. Cost was estimated using local recommendations for costs to install similar equipment.
Miscellaneous	$772,200	Proposed in Tasks 1, 3, and 3 for planning, stakeholder and community engagement, and workforce development. Considering the construction oriented format of Form SF 424 (C), these costs fit most appropriately within the “Miscellaneous” category.