

STAFF REPORT REGULAR MEETING

AGENDA DATE: August 6, 2024

DEPARTMENT: Electric Utility

TITLE:

Seeking approval for the preparation and submittal of an application for a grant under the Department of Transportation (DOT) / Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program

SUMMARY:

The City of Lake Worth Beach Electric Utility is requesting City Commission approval to apply for a Department of Transportation (DOT) / Federal Highway Administration (FHWA) grant for the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) established under the Infrastructure Investment and Jobs Act.

BACKGROUND AND JUSTIFICATION:

The CFI Program is a competitive grant initiative established by President Biden's Bipartisan Infrastructure Law ("BIL" Number 693JJ324NF00017). Its primary objective is to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure across various locations. Applications may not exceed \$15 million dollars and must be submitted no later than August 28, 2024.

1. Goals of the CFI Program:
 - Accelerate the adoption of zero-emission vehicles.
 - Complement existing Federal programs.
 - Facilitate broad public access to charging and alternative fuel infrastructure.
 - Implement Justice40 objectives (equity and accessibility).
 - Reduce greenhouse gas emissions and vehicle-related pollution.
 - Enhance job quality, workforce development, and equity.
2. Educational and Community Engagement Activities:
 - CFI grant funds can be used for educational and community engagement initiatives.
 - Examples include educating consumers about charging and fueling options to address range anxiety.
 - Partnerships with schools, community organizations, and vehicle dealerships can support zero-emission vehicle adoption.
3. Cost Sharing and Matching:
 - The Federal share of project costs funded by the CFI Program cannot exceed 80%.
 - Awardees must provide at least 20% of the total project cost as a matching share, however, the lead applicant may propose other organizations (such as a private entity) as part of their application and if the other organization is a private entity, the statute requires that the private entity shall contractually agree to pay the non-Federal share of the project cost carried out with Program funds that is not paid by the Federal Government.
 - Accordingly, the applicant must demonstrate it has taken its best efforts to require the private entity to contractually pay for the non-Federal share.

MOTION:

Move to approve/disapprove the preparation and submittal of an application for a grant under the Department of Transportation (DOT) / Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program

ATTACHMENT(S):

Fiscal Impact Analysis - N/A
Notice of Funding Opportunity