



Central Virginia Transportation Technical Committee (TTC)

Thursday, July 11, 2024

10:30 a.m.

In-Person Meeting
CVPDC/CVTPO
Conference Room
828 Main Street, 12th Floor
Lynchburg, VA 24504

Join Zoom Meeting
<https://us02web.zoom.us/j/82586271056?pwd=vSeebaUEhyOvzbnQ2PITmspkOZ8pWh.1>
Meeting ID: 825 8627 1056
Passcode: 157114

Agenda

1. **Welcome & Virtual Participation Acknowledgment** *Paul Harvey, Chair*
2. **Approval of Minutes: Action Requested** *Paul Harvey, Chair*
Attachment 2: May 9, 2024, meeting minutes
3. **SMART SCALE Projects: Action Requested** *Marisel Fowler, CVPDC/CVTPO*
Attachment 3: CVPDC and CVTPO Resolutions
4. **FY24-27 TIP Amendment: Action Requested** *Marisel Fowler, CVPDC/CVTPO*
Attachment 4: Narrative of Changes
5. **Commuter Assistance Program** *Ada Huntsberger, CVPDC/CVTPO*
 - Survey results and next steps
6. **FY24 Work Program Update** *Marisel Fowler, CVPDC/CVTPO*
 - 221 Corridor Study
 - PSI Safety Study
7. **FY25 Work Program Update** *Marisel Fowler, CVPDC/CVTPO*
 - Comprehensive Safety Action Plan kick-off and next steps
 - Lynchburg Multimodal Study
8. **Electric Vehicle Infrastructure Information Request** *CVPDC/CVTPO Staff*
 - Attachment 8: Working Document with Summary of Resources
9. **Matters from the Committee** *All*
 - VDOT and DRPT Program Updates
 - Roadway Reconfiguration Technical Assistance
 - Federal Grants Information & Updates
 - Reconnecting Communities Pilot Program
10. **Adjourn:** The next meeting is scheduled for August 8, 2024, at 10:30 AM unless otherwise notified.

Central Virginia Transportation Technical Committee

828 Main Street, 12th Floor, May 9, 2024, at 10:30 a.m. (Hybrid Meeting)

Draft Minutes

PRESENT

Paul Harvey, Chair (U/R) Campbell County
Erik Smedley (U/R) Bedford County
Steve Foster (U/R) Bedford County
Matt Perkins (R) Town of Altavista
Jared Thompson (R) (virtual) Town of Bedford
Rick Youngblood (U/R) (virtual) VDOT-Lynchburg District
Carson Eckhardt (U/R) (virtual) VDOT-Lynchburg District
Kathryn Benedict (U/R) (virtual) FHWA Virginia
Chelsea Beytas (U/R) (virtual) Federal Transit Administration

ABSENT

Josh Moore (U) Greater Lynchburg Transit Company
Mary Zirkle (R) Town of Bedford
Ryan Roberts (U) City of Lynchburg
Tom Martin (U) City of Lynchburg
Tyler Creasy (U/R) Amherst County
Sara McGuffin (U) Town of Amherst
Andrew LaGala (U) Lynchburg Regional Airport
Terry McGhee (R) Town of Appomattox
Johnnie Roark (R) Appomattox County
J.P. Morris (U/R) VDOT – Salem District
Mitch Huber (U/R) Virginia Department of Rail & Public Transit

U- Members representing the urbanized area of the region

R- Members representing the rural area of the region

STAFF PRESENT

Mariel Fowler CVPDC/CVTPO
Alec Brebner CVPDC/CVTPO
Kelly Hitchcock CVPDC/CVTPO

OTHERS IN ATTENDANCE

Mark Herman (virtual) Kimley-Horn
Matthew Wade (virtual) VA Clean Cities
Cassandre Torres (virtual) VA Clean Cities

1. Welcome and Virtual Participation Acknowledgement.

Paul Harvey, Chair, called the meeting to order at 10:30 a.m. Mr. Harvey requested that those attending virtually enter their names in the chat box to assist staff tracking assistance.

2. Approval of Minutes

Mr. Harvey entered a motion to approve the April 11, 2024, minutes. MOTION: Erik Smedley moved to approve the minutes. Matt Perkins seconded the motion. All were in favor, and the motion passed.

3. **FY24 Work Program Update**

Presentation by Kimley-Horn, Mark Herrman

Maribel Fowler introduced Mark Herrman with Kimley-Horn to present an update to the Safety Data Analysis, which is the basis for the Comprehensive Safety Action Plan. Ms. Fowler announced that EPR is the firm selected to assist with the CVPDC Safety Action Plan, and Kimley-Horn is part of the team. Mr. Herrman gave a presentation explaining the data dashboard functionalities and explaining that there is some clean-up left to do before being published, but it could be available for review next week. Ms. Hitchcock highlighted the value of the data presented to set the foundation for the next important conversations to be had for the development of Safe Streets and Roads for All. There were no further questions.

4. **Electric Vehicle Infrastructure Information**

- **EV Programs and Introduction**

Presentation by Virginia Clean Cities, Matthew Wade

Ms. Fowler introduced Matthew Wade, Deputy Director of Virginia Clean Cities. Mr. Wade provided an overview of the organization's efforts and presented facts and statistics in Virginia regarding the advancement of goals to reduce petroleum consumption and dependence, reduce greenhouse gas emissions, and promote the cleanest alternative fuel possible, such as ethanol, biodiesel, and electricity. Mr. Wade also shared information about the federal programs available, tools and resources to assist in funding, planning, and implementation of charging stations for our region. As of last year, there are over 900 EVs in our region, and projections indicate that numbers are growing quickly, estimating 275,000 by 2025. There were no further questions.

- **Attachment 3: VA-NEVI Phase 1-B RFA Information.**

Ms. Fowler provided RFA information and summarized the requirements. Ms. Fowler invited the group to the TPO meeting next week to learn more about the VA-NEVI program from the VDOT Program Manager, Erin Belt, who will be attending to present and answer questions from a locality perspective. Ms. Fowler pointed out that Phase 1-B Target Areas are in our region, along portions of 29 and 460 in all 4 counties and the city. Ms. Fowler further shared that there will be Phase 2, currently under development, which will involve communities and localities for a chance to share where stations are wanted and needed to infill areas where people live and work, understanding not everyone travels long distances to reach their destinations. It could be 2 to 3 years away. There were no further questions.

- **Attachment 4: Overview of EV Infrastructure Assistance Programs.**

Ms. Fowler provided an overview of resources and toolkits she found during her research to assist localities in their EV charging infrastructure efforts, regardless of their level of experience in the federal grant process. She disclosed she thought that planning, zoning, and building department staff would be the first to find out where the charging stations are going, so it would help localities to have policies and procedures in place to review and approve site plan applications for these projects. This attachment has a list of resources related to that topic. Next, Ms. Fowler explained the CFI (Charging and Fueling Infrastructure) program, which is a federal grant, but no NOFO is out yet, and she will be on the lookout for it. The program splits into two categories: one with the designated AFCs, which must meet similar requirements as NEVI, and a community grant program. They are looking to fund projects in urban and rural areas at accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities. Ms. Fowler disclosed that Henrico County in Virginia is one locality selected as an award recipient. Ms. Fowler said that for this grant, funds can be used for the planning phases of development. Ms. Fowler offered to share more details as they become available. There were no further questions.

5. **MPO Federal Functional Classification Review: Action Requested**

Ms. Fowler presented the resolution for the TPO and a summary of changes, highlighting that updates in the Lynchburg District include the addition of ramps at interchanges. There are no changes in the Salem District

for Bedford County. She requested a recommendation for the Board. Mr. Harvey asked if there were any questions. There were no further questions. MOTION: Rick Youngblood moved to recommend approval. Erik Smedley seconded the motion. All were in favor, and the motion passed.

6. Matters from the Committee

- **Thriving Communities**

Ms. Hitchcock shared that the CVPDC application has been awarded. She mentioned that the project will involve working with assigned consultants, and GLTC and the City of Lynchburg are the project partners. The focus is on 12th Street from Church Street to Kemper Street. The funds provide two years of technical assistance and one year of implementation and closeout. There is a welcome webinar for selected recipients on May 13, 2024, where we will learn a lot more.

- **VDOT and DRPT Program Updates**

Ms. Fowler shared some updates from the DRPT, included in the agenda packet, since Mitch couldn't be here today. Mr. Harvey reminded everyone that May is Bike Month. Ms. Fowler invited to group to join the CVPDC celebration on May 17 from 7:30 to 9 am at the Lynchburg Downtown Community Market and to register online if planning to attend. Ms. Hitchcock said that if anyone is in the area and wants to join, there will be a meet-up in Rivermont Park.

- **Federal Grants Information & Updates**

Kathryn Benedict reminded the group that the SS4A applications are still open with a rolling deadline with a last deadline in August, and if there are any questions, to reach out. Ms. Fowler provided a quick update on the 221 Study. The 2025 No-Build Conditions Analysis is underway. There is a public survey that will be tentatively scheduled for late June. A public meeting mid- to late June, and a stakeholder working group meeting in July. Ms. Hitchcock shared that Amherst County is considering applying for an ATIIP grant due June 27th, 2024 and working with the City of Lynchburg for the planning design for a pedestrian bridge to link County and City. She will seek a motion next week from the TPO to recommend support from the CVPDC staff to help with the efforts for this application.

7. Adjournment

Mr. Harvey reminded everyone that the next meeting is June 13, 2024asked for a motion to adjourn. MOTION: Matt Perkins moved to adjourn the meeting, and Erik Smedley seconded it. The vote was unanimously approved, and the meeting adjourned at 11:25 a.m.

EXHIBIT 1

Resolution of Support for Project Applications Submitted for Smart Scale Funding by Localities for Projects Within the Boundaries of the Central Virginia Planning District Commission

Projects are listed by locality and not by project priority order.

*Projects with * represent projects within the CVTPO area.*

BEDFORD COUNTY

Project Name: Route 122 Corridor Improvements

Improvements from Hales Ford Bridge to Bridgewater Bay Dr. include a roundabout at the intersection of Route 122 with Azalea Dr, Mills Rd, and Waterwheel Dr., a two-way left-turn lane from the roundabout to Kaseys Lakeview Dr., commercial entrance consolidation at Halesford Center, shoulder widening, mumble strips, and curve warning signs in the curve north of Kaseys Lakeview Dr. to north of the Fraternal Order of Eagles.

Project Name: Route 608 Left Turn Lanes at Route 654 Intersection

Widen Route 608 at the Route 671 intersection to install a left turn lane on the NB and SB approaches of Route 608. The project includes shoulder paving on the NB side of Route 608.

CAMPBELL COUNTY

Project Name: Route 29 Southern Section – (Colonial Highway to Calohan Road) *

Construct a series of safety features, including RCUTs, entrance closing, and turn movement improvements along Route 29 from Route 24 to Calohan Road.

Project Name: Timberlake Road improvement project – (Greenview Drive/Laxton Road) *

Installation of additional left and right turn lanes at Greenview and Laxton, installation of a sidewalk between Oakdale Circle and Wood Rd, and a transit stop are included within this project.

Project Name: Route 501 passing lane improvement – (South of Gladys)

Provide improvements for passing lanes along a 1.9-mile segment of 501 and the realignment of the Route 650 and Route 501 intersection.

Project Name: Candler's Mountain Road turn lane improvements – (City limits to Sunnymeade Road) *

Construct new or extend existing turn lanes at four (4) intersections along Candler's Mtn Rd between City limits and Sunnymeade Rd.

CITY OF LYNCHBURG

Project Name: Candler's Mtn Rd/ U.S. 460 & Liberty Mtn Roundabout *

Modify the intersection of Candler's Mtn. Rd. with US Route 460 Eastbound off-ramp restricting left turn and through movements, extend or add turn lanes along Liberty Mtn Dr to improve access, and construct a roundabout at the Liberty University Drive and Liberty Mountain Drive



**Narrative of Changes to the 2024-2027 Transportation Improvement Program
(Pending Public Comment and CVTPO Board Approval by 7/18/2024)**

The following amendments to the FY24-27 Central Virginia Transportation Improvement Program (CVTIP) are proposed and reflect the Virginia Department of Transportation's (VDOT) requests to show planned obligations.

The [Virginia Passenger Rail Authority](#) (VPRA) is requesting the following changes to reflect funding to the Commonwealth through FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) funding to support Amtrak service expansion expenses for two trains on the Roanoke Route (Route 46) that traverse through the CVTPO region. If adopted, the proposed changes will be located within Section 4: Public Transportation and Transportation Demand Management (TDM) Projects.

Amendment # 1 – UPC # 124309/120532. Removing the combined TIP box and replacing it with two separate TIP boxes that show the statewide funding allocations for each UPC project, as shown in Amendments #2 and #3.

UPC NO	124309/120532	SCOPE	Operational expenses related to two trains.					
SYSTEM	Primary	JURISDICTION	Central Virginia	OVERSIGHT				
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA			
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.							
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations							
ROUTE/STREET	Roanoke Operations (Route 46)			TOTAL COST		\$22,170,853*		
	FUND SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27	
PE	Federal CMAQ	\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754	
PE	State CMAQ	\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938	
PE	VPRA	\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692	

Amendment # 2 – UPC # 120532. Adding a new TIP box for the Intercity Rail Service Expansion project. The rail capacity improvements include improving network fluidity between Washington, D.C., and Roanoke.

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	DRPT	
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	TIP AMD - add \$15,296,413 (CM), \$232,218,890 (Other: State) & \$4,688,475 (AC-CM) FFY24, add \$670,243 (ACC-CM) FFY25, \$819,001 (ACC-CM) FFY26 & \$3,199,231 FFY27					
ROUTE/STREET	NA (9999)			TOTAL COST	\$257,200,000	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - AC CONVERSION	\$1,172,119	\$0	\$670,243	\$819,001	\$3,199,231
	Federal - CMAQ	\$3,824,103	\$15,296,413	\$0	\$0	\$0
	Other	\$0	\$232,218,890	\$0	\$0	\$0
CN TOTAL		\$4,996,222	\$247,515,303	\$670,243	\$819,001	\$3,199,231
CN AC	Federal - AC	\$1,172,119	\$4,688,475	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

Amendment # 3 – UPC # 124309. Adding a new TIP box for the Transforming Rail in Virginia project. Supporting intercity rail service improvements and expansion between Washington, D.C., and Roanoke, Newport News, Norfolk, and Richmond.

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	Transforming Rail in Virginia / VPRA			ADMIN BY	DRPT	
DESCRIPTION	FROM: DC Rte 46, Rte 47, Rte 50 adn Rte 151 TO: Roanoke, Newport News, Norfolk and Richmond					
PROGRAM NOTE	TIP AMD - add \$81,901,009 (CM), \$43,296,138 (AC-CM) & \$117,578,455 (Other: State) FFY24, add \$19,197,761 (ACC-CM) FFY25, \$22,302,363 (ACC-CM) FFY26, \$1,796,014 (ACC-CM) FFY27					
ROUTE/STREET	9999			TOTAL COST	\$274,074,889	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$10,824,035	\$0	\$19,197,761	\$22,302,363	\$1,796,014
	Federal - CMAQ	\$20,475,252	\$81,901,009	\$0	\$0	\$0
	Other	\$0	\$117,578,455	\$0	\$0	\$0
PE TOTAL		\$31,299,287	\$199,479,464	\$19,197,761	\$22,302,363	\$1,796,014
PE AC	Federal - AC	\$10,824,035	\$43,296,138	\$0	\$0	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

Electric Vehicles Charging Infrastructure Initiative

To support local efforts and align with national and state electric vehicle charging infrastructure initiatives, the CVPDC can provide information and stay current on resources, grants, and funding opportunities. The tables prepared and included herewith include a summary of resources and links to their websites for more detailed information.

CVPDC staff can also engage and facilitate communication with economic development and tourism directors and connect them to EV partners and resources, such as the Virginia Clean Cities (VCC) Coalition, funded by the DOE. This can lead to identifying business owners (office buildings, shopping centers, hotels, restaurants, gas stations, tourist destinations) interested in partnering with the locality. The VCC can also act as the buffer between these connections and the EV technology and equipment vendors.

Grant funding applications vary in eligibility criteria and cost-matching requirements. Preparing an application would differ depending on the level of effort, teaming agreements, preliminary data gathering and analysis, and stakeholder engagement to meet minimum requirements. Several resources and tools are available to assist with these tasks.

Virginia Clean Cities (VCC) DOE designated Coalition

Community Transportation Action Planning (CTAP)

Workshop July 26, 2024, 1-4 pm, registration required, free event:

<https://vacleancities.org/event/lynchburg-community-clean-transportation-action-workshop/>

More information to be shared by Matthew Wade/Cassandre Torres such as:

- Is an application needed?
- Is it a contract?
- Is there a cost-share?
- What is the localities' commitment to receive assistance?

Contact: Cassandre Torres, Community Engagement Liaison

ctorres@vacleancities.org

540-212-9416

James Madison University

1401 Technology Drive

MSC 4115

Harrisonburg, VA 22807

[Local Government Transportation Electrification Guidance and Best Practices](#) how to facilitate EV adoption

[Drive Electric VA](#)

Project to advance efforts toward electrification. Projection report for Lynchburg:

<https://vacleancities.org/wp-content/uploads/2021/07/Lynchburg-Area-EV-Charging-Report.pdf>

[Climate Mayors EV Purchasing Collaborative website](#)

A turnkey, one-stop online procurement portal provides U.S. cities, counties, courts, school districts, state governments, and public universities with equal access to competitively bid EVs and charging infrastructure, innovative financing options, best practices, and other forms of expertise.

[EV Fleet/School Buses Purchasing Contract website Sourcewell](#)

[Resources](#)

Virginia Clean Cities (VCC) DOE designated Coalition

Drive Clean Rural USA Project

The website contains project webinars with lessons learned (2022)

A learning project to understand what will help rural communities transition to cleaner fuels and vehicles and what barriers might need to be addressed by policy incentives, state and federal investments, or education. It provides rural fleets and counties with four areas of assistance: Fleet Technical Assistance, Demonstration Vehicles, support of Regional Jobs and Business Growth, and Promotion of Fleet Leadership. The ultimate goal is to see positive action from the counties we help. That might include a commitment to purchase one or more alternative fuel vehicles in the short term, or a plan to transition a fleet, and/or commitments from commercial and institutional fleets in your county.

Alternative Fuels Data Center Federal tax credits are available to consumers, fleets, businesses, and tax-exempt entities.

Rural Reimagined: Rural communities in Virginia are eligible for free DCFC and Level 2 EV charging equipment and discounted installation. Contact Matt Wade at mwade@vacleancities.org.

Virginia Laws and Incentives

Electrify America (EA), headquartered in Reston, VA, is deploying charger depots and DC Fast Chargers. The company is expanding its charger network in Virginia and throughout the country. EA added Virginia to its kilowatt-hour pricing program, simplifying billing for customers. To become a site host, visit <https://www.electrifyamerica.com/realestate/>

EV Charger Planning Data/Map Toolkit Video presentation/walkthrough

EV Charging Locator

EVI-X

Electric Vehicle Infrastructure Toolbox

Geospatial Energy Mapping (GEM) Tool (replaced the Energy Zones Mapping Tool)

<https://www.youtube.com/watch?v=rzu5-bS8cBM> **Meeting with Charlottesville on Community EV charger planning (October 17, 2022)**


Department of Energy (DOE)	
<p><u>C2C Clean Energy to Communities – In-Depth Technical Partnerships</u></p> <p>Potential for a new round? Sign up for updates to be notified of latest round of applications. TBD</p> <p>Eligibility: Teams must have</p> <ol style="list-style-type: none"> 1. electric utility 2. local government (with authority to implement the plan) and 3. a community-based organization (PDC falls under this category) <p>No cost-match all cost types except equipment/property purchases.</p> <p>Deadline: June 14, 2024</p>	<p>Clean Energy to Communities (C2C) is a joint research project run by the National Renewable Energy Laboratory and supported by the DOE’s Office of Energy Efficiency and Renewable Energy (EERE). C2C helps local communities transition to clean energy in areas such as the grid, buildings, and transportation.</p> <p>Through C2C efforts, the DOE will collaborate with electric utilities, local governments, and community organizations to build confidence in current clean energy goals, develop data-driven plans and actions, and make decisions that lead to more equitable outcomes in the clean energy sector.</p>
<p><u>Communities Taking Charge Accelerator FOA</u></p> <p>Potential for a new round? TBD</p> <p>Eligibility:</p> <ol style="list-style-type: none"> 1. Institutions of higher education; 2. For-profit entities; 3. Non-profit entities; and 4. State and local governmental entities and Indian Tribes. <p>Deadline for Concept Paper: May 20, 2024 Deadline for Full Application (must have concept paper approved): July 16, 2024</p> <p>Sign up for updates to be notified of a new round of applications.</p>	<p>Topic areas include:</p> <ul style="list-style-type: none"> • Solving for No-Home Charging: Expanding Charging Access for Privately Owned E-Mobility Planning projects (cost-share 0%), demonstration/deployment projects (cost-share 50%) • Expanding E-Mobility Solutions through Electrified Micro, Light, and Medium-Duty Fleets Planning projects (cost-share 0%), demonstration/deployment projects (cost-share 50%) • Managed Charging for Clean, Reliable Energy. Planning projects (cost-share 20%), demonstration/deployment projects (cost-share 50%)

Department of Energy (DOE)	
<p>Energy Efficiency & Conservation Block Grant Program (EECBG) Office of State and Community Energy Programs (SCEP) Formula Grant</p> <p>Lynchburg is eligible to receive an allocated \$140,890 through the Formula Grant – must apply for voucher or grant (instructions here) Energy Efficiency and Conservation Block Grant Program Technical Assistance Opportunities MUST BE RECIPIENT OF GRANT to receive support to reduce barriers to achieving their clean energy and energy efficiency goals and maximize project impact. Energy Efficiency and Conservation Block Grant (EECBG) Program technical assistance (TA) is available via peer networks and cohort-based learning, expert assistance in problem-solving, document templates, and more opportunities that help meet the specific needs of individual communities.</p> <p>Formula Grant Deadline: October 31, 2024</p>	<p>EECBG Competitive Grant</p> <p>Deadline: No new round yet TBD</p> <p>Eligibility: Only local Governments</p> <p>No cost sharing</p> <p>Applicants can be in one of two tracks:</p> <ul style="list-style-type: none"> • Track 1- Planning, Strategy development, and Analysis • Track 2 – Project Implementation and Scaling <p>Previous Awards and Examples</p> <p>Expert Match—free, short-term technical assistance to address near-term clean energy challenges and questions. Expert Match is most suitable for communities that could benefit from assistance to inform time-sensitive decisions and identify and understand the range of options for achieving clean energy goals. The Expert Match technical assistance timeframe is 40–60 hours over 1–2 months. To apply for the Expert Match program, please see the C2C Expert Match Application webpage.</p>
<p>Technical Assistance from National Labs</p> <p>Work proceeds through teleconferences and site meetings with the experts and local stakeholders. At the conclusion of the project, the technical expert documents the final resolution and recommends future actions.</p>	<p>Evaluation of Project Potential: Some projects (including transit systems and airports) may qualify for technical assistance if expertise is not available from local or regional resources or stakeholders. When there is demonstrated local interest, a Tiger Teams expert can evaluate local market conditions, conduct infrastructure assessments, gauge stakeholder needs, and assist in defining project execution feasibility. Asking for Tiger Teams Assistance</p> <p>Request Tiger Teams' assistance by submitting your contact information and details about the project to John Gonzales at the National Renewable Energy Laboratory. Include information about if you made efforts to find solutions using local resources.</p> <p>John Gonzales will work with you to define how the project will proceed and develop a timeline. In order to receive Tiger Teams' assistance, the coalition and stakeholders must have an ongoing commitment to a successful outcome.</p>

Department of Energy (DOE)	
Electric Vehicle Charging Assistance Program (EVCAP) via the Virginia Department of Energy as a sub-award program	All areas within Virginia with a focus on disadvantaged and rural communities as defined by the Justice 40 criteria will be included.
Round 1 closed Feb. 2024.	
Potential Round 2? TBD	
Minimum Cost-Share: 20%	
Eligibility: EV charging vendors or for collaborations between governments and technology providers.	

VDOT	
Virginia NEVI Phase 1B	Identify one site within target areas along designated AFCs (in our region US460 and US29) to install the infrastructure. Qualifies for planning and installation costs.
Eligibility: Localities, institutions of higher education, individuals, corporations, partnerships, and LLCs in good standing to do business in VA. Partnership with utility provider, vendor.	
Cost-share: 80% VDOT 20% applicant	
Deadline: July 10, 2024 6:00 PM	
Potential for a new round: Phase 2 TBD	

Joint office of DOE/DOT	
Planning Guide	Public Electric Vehicle Charging Infrastructure Playbook
Technical Assistance	Alternative Fuels Data Center's (AFDC) Electric Vehicle Readiness webpage for guidance to help communities evaluate their readiness and plan for the arrival of EVs and EV charging. This page offers a series of case studies and tools to assist communities in preparing for EV adoption.
Modeling Tools and Maps for Planning Support	<ul style="list-style-type: none"> • Argonne National Laboratory's (ANL) Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool (https://afleet.es.anl.gov/home/). The tool provides assumptions for Level 2 and DC fast charging station hardware equipment and installation costs depending on the site type. For more information on the AFLEET tool, please contact afleet@anl.gov. • National Renewable Energy Lab's (NREL's) EVI-X Modeling Suite Electric Vehicle Charging Infrastructure Analysis Tools (https://www.nrel.gov/transportation/evi-x.html). NREL's modeling suite informs the development of large-scale EV charging infrastructure deployments from the regional, state, and national levels to site and facility operations. For more information on the EVI-X Suite, please contact EVI-X@nrel.gov. • Electric Power Research Institute (EPRI)'s eRoadMap (https://eroadmap.epri.com/). A first-of-its-kind interactive energy map that presents the approximate amount of energy needed at a local level to electrify transportation over time for light-, medium- and heavy-duty electric vehicles.

FHWA	
<p><u>Charging and Fueling Infrastructure (CFI) Discretionary Grant</u></p> <p>Round 2 will also award NEVI-10 funds (10% set aside of the Formula Program)</p> <p>Deadline: August 28, 2024</p> <p>Eligibility: Localities MPO/PDC</p> <p>Cost-match: 80% Federal, 20% Non-Federal</p>	<p>Two types of grants:</p> <ol style="list-style-type: none">(1) Community Charging and Alternative Fueling Grants (Community Program) Min. \$500K total project for community grants; max. \$15M(2) Charging and Alternative Fuel Corridor Grants (Corridor Program). Min. \$1M for corridor grants; no max <p>(USDOT has the discretion to grant smaller amounts after reviewing all applications)</p> <p></p> <p>Henrico CFI Full Project Application.t</p> <p>CFI application from Henrico County (\$1,816,000 total project cost; \$1,452,800 plus County match of \$363,200) Henrico issued a \$60K task order for a consultant to assist with the application and grant. They currently have an RFP out to find an EV vendor to install, manage, and operate the chargers. Their strategy involved proposing county-owned locations with existing infrastructure (such as parking lots) and minor construction needs to support future charging stations with a focus on Justice 40 areas to enhance the application. Many EV operators will fund the costs and provide charging stations with an agreed-upon revenue split.</p>

EPA	
<p>Climate Pollution Reduction Grant (CPRG) under Inflation Reduction Act (IRA)</p> <p>Not accepting applications currently</p> <p>Potential for a new round? TBD</p> <p>Eligibility: States, Municipalities, PDCs</p> <p>No cost-match</p> <p>Phase 2 implementation plans grant application, only open to grant recipients, is also closed.</p>	<p>https://www.epa.gov/inflation-reduction-act/priority-climate-action-plans-states-msas-tribes-and-territories</p> <p>DEQ recipient https://www.deq.virginia.gov/our-programs/air/greenhouse-gases</p>
<p>*New* Environmental and Climate Justice Community Change Grants under IRA</p> <p>Eligibility:</p> <ul style="list-style-type: none"> • A partnership between two community-based non-profit organizations (CBOs). • A partnership between a CBO and one of the following: <ul style="list-style-type: none"> ○ a Federally-Recognized Tribe ○ a local/regional government (PDC falls under this category) ○ an institution of higher education. <p>Deadline November 21, 2024 - NOFO</p> <p>No cost-sharing</p> <p>Minimum awards of \$10M for Track I projects: Community-Driven Investments for Change</p> <p>Minimum awards of \$1M for Track II projects: Track II applications – Meaningful Engagement for Equitable Governance</p> <p>(Discretion to grant smaller amounts after reviewing all applications)</p> <p>Technical Assistance Grants to prepare applications and be grant-ready</p> <p>Webinars</p>	<p>The activities to be performed under the grants are expected to fall under the following categories:</p> <ul style="list-style-type: none"> • Climate resiliency and adaptation. • Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events. • Community-led air and other (including water and waste) pollution monitoring, prevention, and remediation. • Investments in low- and zero-emission and resilient technologies and related infrastructure. • Workforce development that supports the reduction of greenhouse gas emissions and other air pollutants. • Reducing indoor toxics and indoor air pollution. • Facilitating the engagement of disadvantaged communities in state and federal advisory groups, workshops, rulemakings, and other public processes. <p>Oral presentations for Track I. Applications must have projects that meet six requirements:</p> <ol style="list-style-type: none"> (1) climate action strategies, (2) pollution reduction strategies, (3) a community engagement and collaborative governance plan, (4) a community strength plan, (5) readiness approach, (6) compliance plan

A long-term effort (over the next couple of years) could entail developing a regional-scale plan. The purpose of this plan would be to identify and recommend priority locations for EV charging and alternative fueling stations in a way that advances national efforts to facilitate access to a convenient, affordable, reliable, equitable, and safe fueling and charging network. This would be achieved by preparing and developing a metric (e.g., traffic density, electrical capacity, Justice40, NEVI corridor proximity, etc.) by utilizing mapping tools and available resources to identify priority locations within our communities. This plan would enhance and assist in applications for funding opportunities for implementation and construction and fill in infrastructure gaps to help meet demand.

Aligning with future CVPDC initiatives, a smaller-scale plan could be incorporated into the Long-Range Transportation Plan to enhance locality efforts for future grant applications.

Sample Regional Plans

Richmond EV Initiative Readiness Plan	Developed in 2013 was approximately \$500K per VCC.
PlanRVA Priority Climate Action Plan	received \$1M for the Richmond MSA from EPA's Climate Pollution Reduction grant, currently in the survey phase for a Comprehensive Climate Action Plan.
Southeast Metropolitan Planning Organization, MO EV Readiness Plan (website)	Per FY 22 UPWP - \$80,000 for consultant RFP activities (develop RFQ, selection of firm, public engagement, stakeholder outreach, data collection, developing draft); in FY 23 UPWP, \$20,000 for plan completion activities (finalize draft and plan adoption activities) total \$100,000. Adopted November 2022.
RFP to engage consultant: (https://southeastmpo.org/wp-content/uploads/2021/09/2021-Electric-Vehicle-Readiness-Plan-RFP-9-8-21.pdf)	
East Central WI Regional Planning Commission (ECWRPC)	https://www.ecwrpc.org/2023/05/08/rfp-oshkosh-mpo-electric-vehicle-ev-readiness-plan/
Flint Hills MPO, KS EV Readiness Plan (website). In the works.	Per FY24 UPWP \$100K for consultant services

Examples of RFPs to develop Community EV Charging Infrastructure Plans by localities:

- City of South Bend – Office of Sustainability: Community Electric Vehicle Charging Infrastructure Plan Consultant (<https://southbendin.gov/wp-content/uploads/2022/09/FINAL-Community-EV-Charging-Infrastructure-Plan-RFP-August-2022-.pdf>)