

7 Budget

A. Budget Detail

The budget includes all projects that will be carried out by the Coalition and partner organizations upon awarding grant funds. Since FCOG will be the overseeing entity for the distribution and use of funds, most budget needs are considered contractual. Individual budget breakdowns for each project, all needed materials, staffing needs, and other categories are provided on a project-by-project basis to ensure proper use of funds. The budget table attached to this application also includes costs for materials and personnel costs for coalition organizations where applicable.

Note that the budget sheet accounts for any matching funds anticipated as a part of each project application. These funds are also shown in Table 1 below. The total requested amount is \$199,134,008. By measure, the total requested amounts are \$5,636,968 for Measure 1, \$118,246,205 for Measure 2, \$69,617,055 for Measure 3, and \$5,633,780 for Measure 4.

B. Expenditure of Awarded Funds

Project Directors and the Lead Applicant will utilize its existing accounting and management system to move funding through organization auditing checks. Grant agreements and payments to subgrantees will proceed quickly and in compliance with EPA's Subaward Policy and the Automated Standard Application Payments (ASAP) and Proper Payment Draw General Term and Conditions of EPA Financial Assistance Agreements.

The Coalition will:

1. Ensure subawards and contracted services are clearly identified in reporting to EPA;
2. Evaluate contractors and partner risk of noncompliance with Federal statutes, regulations, and other terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring;
3. Consider imposing specific conditions upon a funded entity, if appropriate;
4. Monitor the activities of the recipients to ensure funds are used for authorized purposes;
5. Employ monitoring tools, as necessary, to ensure proper accountability and compliance with program requirements and performance goals;
6. Verify that every subrecipient is regularly audited and provides sufficient reporting documentation;
7. Consider whether the results of the subrecipient's audits, on-site reviews, or other monitoring indicate conditions that necessitate adjustments to organizational practice or partnering obligations; and
8. Consider taking enforcement action against noncompliant subrecipients. The Coalition will utilize the EPA Subaward Policy Appendix D: Subaward Agreement Template to ensure compliance with the subaward content requirements in 2 CFR 200.332(a).

C. Reasonableness of Costs

To ensure the effective and efficient use of grant funds, this section outlines the reasonableness of costs associated with the proposed project under the CPRG. Our commitment is to ensure that each dollar is allocated judiciously, maximizing the impact of the project while adhering to federal cost principles.

Cost Justification and Transparency

All costs within the budget are itemized, ensuring transparency and ease of understanding. Each line item is clearly defined, with a comprehensive explanation provided to illustrate how each cost contributes to the project's objectives. Both direct and indirect costs are scrutinized for reasonableness. Direct costs are tied explicitly to project activities, while indirect costs are allocated based on a justified and consistent method, aligning with federal regulations and accepted accounting principles.

Cost Efficiency and Effectiveness

As shown in Table 1, the project leverages additional resources, including matching contributions from other funding sources, to enhance the value and impact of the EPA's investment. This approach demonstrates a commitment to cost-effectiveness and resource optimization. Where possible, the project capitalizes on economies of scale, purchasing in bulk or consolidating resources to lower costs without compromising quality or project outcomes. Furthermore, the budget is adaptable, allowing for adjustments based on project monitoring and evaluation outcomes. This flexibility ensures that funds are allocated to the most impactful activities, enhancing cost-effectiveness.

Table 1 Matching Funds per Project

Project Name	Matching Funds
City of Fresno	
FAX Light Duty ZEV and Charging Infrastructure	n/a
FAX Bus Stop Improvements for New Bus Service and/or Route Extensions	n/a
City of Fresno Fleet Conversion	See below.
First Street Phase 3 Protected Bikeway	\$845,526
Midtown Trail Tunnel and Regional Connectivity Project	n/a
Palm Bikeway	n/a
Orange and Butler Sidewalks	n/a
Dakota Avenue Safe Routes to School	n/a
Florence Avenue	n/a
Southern Blackstone Smart Mobility	\$1,171,685
City of Sanger	
5th and 9th Street Sidewalks	n/a
City of Firebaugh	
WWTP Class I Multi-Use Path	n/a
City of Clovis	
Enterprise Trail Connection	n/a

Project Name	Matching Funds
City of Mendota	
Marie Street Complete Street Improvements	\$152,900.95 (5%)
City of San Joaquin	
Trail Extension and Pocket Park	n/a
City of Parlier	
Class I Multi-Use Trail	\$112,500 (5%)
Mendocino Avenue Trail	\$43,750 (5%)
South Avenue Improvements	\$129,740 (5%)
Milton Avenue Improvements	\$50,000 (5%)
City of Fowler	
West Side Alternative Transportation	n/a
Fresno County	
Caballero Easton Project	n/a
Mayfair – New Bikeways and Sidewalks	n/a
New Fig Garden – New Bikeways and Sidewalks	n/a
Old Fig Garden – New Bikeways and Sidewalks	n/a
Sunnyside – New Bikeways and Sidewalks	n/a
Tarpey – New Sidewalks	n/a
Fresno County Rural Transit Agency	
Selma Maintenance Facility Phase II GHG Emission Reductions	n/a

C. City of Fresno Fleet Conversion Budget Narrative

Vehicle Replacement

This section outlines the funding allocation for municipal fleet vehicle replacements over the five-year CPRG grant period. The total budget for these activities is \$36,470,000. This cost will replace 181 light-duty vehicles and 155 medium- and heavy-duty vehicles operated by the City of Fresno. The cost estimates per vehicle type are listed below and were developed based on an analysis of costs of current electric vehicle models in the market of similar operational function and gross vehicle weight rating to the replacement vehicle. The total cost also includes estimates for both inflation as well as projected decreases in the cost of EVs over time that may result from market changes. It does not factor in any specific tax rate, however the budget numbers are rounded to the nearest \$1,000, so they should be within a reasonable margin of error for actual purchase prices.

Table 2 Cost per Vehicle Type

Vehicle Class	Cost Estimate
Class 1 – Sedans	\$45,000
Class 1 – SUVs, Vans, and Pickups	\$70,000
Class 2	\$100,000
Class 3	\$100,000
Class 4	\$250,000
Class 5	\$250,000
Class 6	\$250,000
Class 7	\$570,000
Class 8	\$570,000

Based on expected timelines for vehicle procurement and deployment, the costs per year are outlined below.

Table 3 Cost per Year

Year	Total Cost
2025	\$3,054,000
2026	\$3,800,000
2027	\$17,400,000
2028	\$11,145,000
2029	\$1,071,000
Total	\$36,470,000

EV Infrastructure

This section outlines the project budget for installation of 949 Level 2 and 690 DCFC fast chargers to service the City's of Fresno's electric vehicle fleet. The total budget for this project is approximately \$109M; however, nearly \$340k of the make-ready costs will be covered by the Pacific Gas and Electric's EV Fleet program so the total funding request to CPRG for these installations is \$77,021,600. This amount will cover the installed equipment cost including commissioning, design, permitting, and construction management. It also includes a 20% cost contingency amount to account for site specific cost variances like trench length additions, in-ground infrastructure navigation, and unforeseen design changes.

Table 4 EV Infrastructure Costs

# of Chargers	Type	Installed Equipment Cost (incl. Commissioning)	Design/Permitting /Construction	Contingency	TOTAL
\$ 718	9.6kW	\$ 1,346,250	\$ 1,938,600	\$ 1,292,400	\$ 4,577,250
\$ 231	19.2kW	\$ 669,900	\$ 963,270	\$ 642,180	\$ 2,275,350
\$ 109	25kW	\$ 2,725,000	\$ 1,177,200	\$ 784,800	\$ 4,687,000
\$ 511	75kW	\$ 28,105,000	\$ 13,337,100	\$ 8,891,400	\$ 50,333,500
\$ 69	180kW	\$ 7,590,000	\$ 4,222,800	\$ 2,815,200	\$ 14,628,000
\$ 1	350kW	\$ 286,000	\$ 140,700	\$ 93,800	\$ 520,500
Total Cost		\$ 40,722,150	\$ 21,779,670	\$ 14,519,780	\$ 77,021,600

The funds for design, permitting, construction management and contingency will largely be spent in the first year, with the remaining installed equipment costs spent evenly over the five-year grant period.

Table 5 Budget Allocation

CATEGORY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
EVSE design/construction/permitting	\$ 21,779,670					\$21,779,670
EVSE charging hardware installed	\$ 8,144,430	\$ 8,144,430	\$ 8,144,430	\$ 8,144,430	\$ 8,144,430	\$40,722,150
EVSE Contingency	\$ 2,903,956	\$ 2,903,956	\$ 2,903,956	\$ 2,903,956	\$ 2,903,956	\$14,519,780
Total						\$77,021,600

Workforce Development & Community Awareness

This section outlines the funding allocation for workforce development and community awareness activities over the five-year CPRG grant period. This budget prioritizes continuous investment in workforce development to create a skilled and qualified clean energy workforce. Community awareness activities will ensure inclusive participation and project transparency. The consistent annual allocations across most categories provide stability and predictability for program implementation. The total budget for these activities is \$687,500 distributed across the following categories:

Workforce Development & Job Quality (\$612,500):

- Incumbent Worker Training (\$162,500): This allocation will support training programs for existing workers to equip them with the skills and knowledge needed to transition to clean energy jobs or adapt to evolving technologies within their current roles. Annual funding of \$32,500 will ensure consistent training opportunities throughout the grant period.
- Work Experience Program (\$400,000): This funding will provide hands-on work experience for individuals seeking careers in clean energy. The annual allocation of \$80,000 will allow for continuous program operation and participation of new trainees each year.
- Job Quality Monitoring (\$60,000): This allocation will support efforts to ensure wages, safe working conditions, and adherence to labor standards within the clean energy sector. \$12,000 will be dedicated to job quality monitoring activities annually.

Community Awareness (\$75,000):

- Multilingual Communication (\$15,000): This annual allocation of \$3000 will ensure clear and accessible communication with diverse community members throughout the grant period. Funding will support the development and dissemination of multilingual materials and ongoing community awareness efforts.
- Regular Meetings (\$60,000): This allocation will facilitate ongoing communication and collaboration with the community throughout the project lifecycle. \$12,000 will be used to conduct regular meetings and public forums each year.

Personnel Cost

The City of Fresno is dedicated to ensuring the success of its fleet electrification program and, in particular, the goals of this CPRG-funded project. The City has carefully analyzed the professional staff required to ensure that goals and objectives of the project are met and tasks will be implemented effectively and efficiently.

The City plans to utilize the skills, knowledge, and expertise of the following staff professionals: two Engineer II, one Licensed Professional Engineer, one Engineering Inspector II, one Senior Engineering Inspector, one Chief Engineering Technician and one Licensed Engineer Manager. The titles, utilization rates and associated costs are reflected in the table below and reflect the salaries, fringe and overhead associated with those job categories at that utilization rate, over the five-year project period.

Table 6 details the cost categories for the personnel cost share.

Table 6 Municipal Fleet Conversion Project Matching Funds

Job Class	Utilization	Salary	Fringe	Overhead	Total
(2) Engineer II	30%	516,090.61	128,393.47	250,616.32	895,100.41
(1) Licensed Professional Engineer	15%	183,312.33	41,701.10	86,796.13	311,809.55
(1) Engineering Inspector II	90%	492,520.09	148,758.48	249,153.28	890,431.85
(1) Sr Engineering Inspector	50%	296,353.30	83,541.27	146,925.50	526,820.07
(1) Chief Engineering Inspector	10%	65,166.65	18,511.79	32,387.91	116,066.35
(1) Chief Engineering Technician	5%	36,655.78	10,160.04	18,029.03	64,844.86
(1) Licensed Engineer Manager	5%	58,173.37	13,160.75	27,383.17	98,717.28
Total		1,648,272.13	444,226.90	811,291.34	2,903,790.38

Compliance with Federal Regulations

All costs adhere to the principles outlined in 2 CFR Part 200, ensuring that expenditures are necessary, reasonable, and allocable to the project. The project's financial management system is designed for transparency and accountability, maintaining audit-ready records to demonstrate compliance with federal spending requirements. Lastly, the budget excludes costs that are unallowable under federal regulations, ensuring that all expenses are eligible and directly related to project objectives.

The budget narrative presented demonstrates a thorough approach to ensuring the reasonableness of costs. It reflects a strategic allocation of resources, emphasizing transparency, compliance with federal guidelines, and a commitment to maximizing the impact of the CPRG Program's investment. Through careful planning and adherence to regulatory standards, this project exemplifies fiscal responsibility and dedication to achieving environmental and community benefits in a cost-effective manner.