**Northeast Florida's Electric Vehicle Overhaul and Low-Emission Transit (E-VOLT)  
Budget Narrative and Justification by GHG Reduction Measure**

**Proposed Project Period:**  Start Date: 10/30/2024 End Date: 10/30/2029

**E-VOLT MEASURE 1: MASS TRANSIT EXPANSION & MOBILITY HUBS**

**Personnel Narrative**

| **Position (1)** | **Name (2)** | **Annual Salary/Rate (4)** | **Level of Effort (5)** | **Total Salary Charge to Award (6)** |
| --- | --- | --- | --- | --- |
| Project Coordinator, Technical and Administrative (.33 FTE) | Wil hire w/in 60 days of award date | $80,000 | 33% | $141,576 |
| **TOTAL PERSONNEL FUNDING** | | | | **$141,576** |

The Project Coordinator will coordinate project services and activities, perform community outreach on the City of Jacksonville’s (COJ) behalf, develop materials, conduct meetings, and manage training, communication, and information dissemination in collaboration with implementation partners.

**Fringe Benefits Narrative**

| **Position (1)** | **Name (2)** | **Rate (3)** | **Total Salary Charged to Award (4)** | **Total Fringe Charged to Award (5)** |
| --- | --- | --- | --- | --- |
| Project Coordinator, Technical and Administrative (.33 FTE) | Will hire w/in 60 days of award date | 37% | $409,600 | $53,257 |
| **TOTAL FRINGE FUNDING** | | | | **$53,257** |

COJ’s fringe benefits are comprised of: Retirement @12%; FICA @7.65%; Insurance @17.35% for a total @37%. The fringe benefit rate for full-time employees for years one and two is calculated at 37%. For years three, four, and five is anticipated to increase to 38%.

**Travel Narrative**

| **Purpose (1)** | **Location (2)** | **Item (3)** | **Calculation (4)** | **Travel Cost Charged to the Award (5)** | |
| --- | --- | --- | --- | --- | --- |
| 1. Travel for conferences (33% per measure) | Florida / National | Airfare, etc. | See justification below for break- down of costs. | $16,667 | |
| 1. Local travel (33% per measure) | Local / Regional | Mileage | 1,000 miles/yr @.67/mile | $1,117 | |
| **TOTAL TRAVEL FUNDING** | | | | | **$17,783** |

1. Estimation for staff is four trips per year for a total of $2500/trip that includes the following costs: $800 conference registration; $800/flight x 1/year; luggage fees $25 per flight @ 2 flights per year; hotel $150/night x 3 nights/year; per diem $71/day x 1 person x 3.5 days/year; taxi $70/yr; and parking $20/day @4 days/yr
2. Mileage for local travel for meetings and site visits estimated at 1,000 miles/yr @.67/mile.

**Contractual Narrative** – all measures using a competitive procurement process

| **Name (1)** | **Service (2)** | **Rate (3)** | **Other** | **Cost (4)** |
| --- | --- | --- | --- | --- |
| (1) To Be Decided: JTA partnership with LIDAC CBO(s) | Community Workshops | Five workshops a year @ $1,000/each | 2025-2029 | $25,000 |
| (2) To Be Decided: JTA & LIDAC CBO(s), academic institutions & other allies | Workforce Development & Education | $100,000/year | Train 275 workers with expected multiplier effect of 440 high paying jobs over five years | $500,000 |
| **TOTAL CONTRACTUAL FUNDING** | | | | **$525,000** | |

1. The five community workshops a year will be hosted in the communities serviced by each mobility hub engaging the public and educating them about the benefits and how to use the mobility hubs and bike/ped infrastructure tied to the mobility hubs. We estimate the cost of each workshop to be $1,000 to include rental of community space ($500/workshop), safety gear like bike helmets ($24/ea), and wrap around services for attendees during workshop ($250/workshop).
2. The goal of a deep and consistent investment of $100,000 in workforce development and education a year is to be intentional about recruiting from and placing residents from within LIDACs in construction and transit jobs upgrading the mobility hubs and working with key high job paying partners, such as JTA and JEA, who already have apprenticeships and co-op programs. A key support partner in this effort will also be FSCJ, our local state college. This component will aid in the training of 275 workers during the 5-year grant period. This number includes participants in various programs aimed at enhancing the region’s green workforce. Considering the multiplier effect of employment and the measure’s scope, it is reasonable to project an impact or improvement on approximately 440 high road, high paying jobs as the trained workers integrate into the green economy, leading to further job creation. Our goal is to build out a sustainable workforce pipeline in clean energy, sustainable transportation, and green the economy.

**Construction Narrative**

| **Name (1)** | **Service (2)** | **Rate (3)** | **Other** | | **Cost (4)** |
| --- | --- | --- | --- | --- | --- |
| (1) JTA Regency Square Hub Contractor | Mobility Hub Upgrade | Construction: $2,500,000 | Complete Design & Construction Sep 2025 | | $2,500,000 |
| (2) JTA Rosa Parks Station Contractor | Mobility Hub Upgrade | Construction: $2,500,000 | Complete Design & Construction Sep 2026 | | $2,500,000 |
| (3) JTA Gateway Hub Contractor | Mobility Hub Upgrade | Construction: $2,500,000 | Complete Design & Construction Sep 2027 | | $2,500,000 |
| (4) JTA Clay County Black Creek Mobility Hub Contractor | Mobility Hub Upgrade | Construction: $2,500,000 | Complete Design & Construction Sep 2028 | | $2,500,000 |
| (5) JTA St. Johns County Durbin Pavilion Mobility Hub Contractor | Mobility Hub Upgrade | Construction: $2,500,000 | Complete Design & Construction Sep 2029 | | $2,500,000 |
| **TOTAL CONTRACTUAL FUNDING** | | | | **$12,500,000** | |

JTA completed tactic 5.04.01 Mobility Hub Visioning Plan, a tactic in JTA’s MOVE2027 5-year strategic planned, aimed at helping JTA evolve into the transportation agency of the future, which was able to support the rapidly changing needs of its customers and the residents of Northeast Florida. Part of this plan’s visioning effort has been to evaluate existing hubs against established criteria, typologies, and amenities. According to this process, each hub was assigned a tier type. However, as they exist today, many hubs need additional amenities and investment to reach their optimum efficiency and community value as mobility hubs. The planning level costs that have been calculated for each hub represent the amenities and services needed for the hub to fulfill the requirements of its tier type.

1. Regency Square Mobility Hub (9485 Arlington Expressway) is the top priority for JTA given its location in the center of Duval County, access to premium transit, and three modes including Bus Rapid Transit (BRT), five fixed bus routes, and ReadiRide (microtransit). Construction would include the mobility infrastructure, shared mobility options, support services, safety & security features, transit supportive technologies, and placemaking to bring this transit hub to the standards of a Tier II Mobility Hub. Core feature upgrades will include bicycle infrastructure, parking, sustainable landscaping, shared mobility through either micromobility or carshare, personal EV charging, customer service, emergency call boxes, CCTV, Wi-Fi and cellular connectivity, intelligent transportation systems (ITS), green spaces, seating and gathering spaces, among others. Estimation includes mobility infrastructure (~$616,000), shared mobility options (~$54,000), safety and security (~$146,000), transit-supportive technologies (~$151,000), and placemaking (~$1,533,000).
2. Rosa Parks Station (201 Union Street W) is a key downtown hub in a LIDAC that is experiencing seven burdens (transportation, health, housing, climate change, legacy pollution, water & wastewater, and workforce development and many sub-burdens) according to CEQ’s Climate and Economic Justice Screening Tool. This station has premium transit and five modes including BRT, Skyway, two main Fixed Routes, ReadiRide (microtransit), and soon to have the Ultimate Urban Circulator (U2C) which is a comprehensive program to modernize and expand the Skyway and introduce autonomous vehicles (AVs) into JTA’s transportation system. By transforming the current Skyway, extending the reach within the urban core through the Bay Street Innovation Corridor and expanding beyond into adjacent neighborhoods, U2C supports the vision of a vibrant, revitalized and better-connected Downtown Jacksonville. Rosa Parks is a Tier II hub, and construction would include the mobility infrastructure, shared mobility options, support services, safety & security features, transit supportive technologies, and placemaking to bring this transit hub to the standards of a Tier II Mobility Hub. This will include core features such as bicycle parking, bicycle infrastructure, parking, shared mobility through either micromobility or carshare, personal EV charging, customer service, Wi-Fi and cellular connectivity, intelligent transportation systems (ITS), green spaces, seating and gathering spaces, and activation among others. Estimation includes mobility infrastructure (~$616,000), shared mobility options (~$54,000), safety and security (~$146,000), transit-supportive technologies (~$151,000), and placemaking (~$1,533,000).
3. Gateway Hub (932 44th Street W, Jacksonville, FL) is another top priority for upgrades because of its location. It is located in a low-income and disadvantaged communities (LIDAC) census tract 12031001400 and services many more. It also has premium transit and three modes including BRT, three main fixed bus routes, and ReadiRide (microtransit). Estimation is $500,000 for public engagement, plan development, and design in 2024 and $2 million for construction in 2027. Gateway Hub is a Tier II hub, and construction would include the mobility infrastructure, shared mobility options, support services, safety & security features, transit supportive technologies, and placemaking to bring this transit hub to the standards of a Tier II Mobility Hub. This will include core features such as bicycle infrastructure, sustainable landscaping, parking, shared mobility through either micromobility or carshare, personal EV charging, customer service, emergency call box, CCTV, Wi-Fi and cellular connectivity, intelligent transportation systems (ITS), green spaces, seating and gathering spaces, and activation among others. Estimation is mobility infrastructure (~$616,000), shared mobility options (~$54,000), safety and security (~$146,000), transit-supportive technologies (~$151,000), and placemaking (~$1,533,000).
4. Clay County Black Creek Mobility Hub upgrade located at 2511 CR 220 will help address the commuter traffic into Duval County from Clay County. Commuter traffic into Duval County contributes significantly to the region’s greenhouse gas emissions. Estimation is $500,000 for public engagement, plan development, and design in 2024 and $2 million for construction in 2028. Clay County Hub is a Tier III hub focused on shared mobility, and construction would include the mobility infrastructure, shared mobility options, support services, safety & security features, transit supportive technologies, and placemaking to bring this transit hub to the standards of a Tier II Mobility Hub. This will include core features such as sustainable landscaping, solar trash compactors, parking, shared mobility through either micromobility, carshare, or microtransit, personal EV charging, customer service, emergency call box, CCTV, fare payment technology, Wi-Fi and cellular connectivity, real-time travel information, intelligent transportation systems (ITS), green spaces, seating and gathering spaces, and activation among others. Estimation is mobility infrastructure (~$616,000), shared mobility options (~$54,000), safety and security (~$146,000), transit-supportive technologies (~$151,000), and placemaking (~$1,533,000).
5. Durbin station (919 Durbin Pavilion Drive) with an upgrade will also address commuter traffic and greenhouse gas emissions but from the south from St. Johns County, one of the fastest growing counties in Florida. Estimation is $500,000 for public engagement, plan development, and design in 2024 and $2 million for construction in 2028-2029. Durbin Hub is a Tier III hub focused on shared mobility, and construction would include the mobility infrastructure, shared mobility options, support services, safety & security features, transit supportive technologies, and placemaking to bring this transit hub to the standards of a Tier II Mobility Hub. This will include core features such as sidewalk connections, pedestrian crossings, bicycle infrastructure, sustainable landscaping, solar trash compactors, parking, shared mobility through either micromobility, carshare, or microtransit, personal EV charging, customer service, emergency call box, CCTV, fare payment technology, Wi-Fi and cellular connectivity, real-time travel information, intelligent transportation systems (ITS), green spaces, seating and gathering spaces, and activation among others. Estimation is mobility infrastructure (~$616,000), shared mobility options (~$54,000), safety and security (~$146,000), transit-supportive technologies (~$151,000), and placemaking (~$1,533,000).

**E-VOLT MEASURE 2: BICYCLE AND PEDESTRIAN PROGRAMS**

**Personnel Narrative**

| **Position (1)** | **Name (2)** | **Annual Salary/Rate (4)** | **Level of Effort (5)** | **Total Salary Charge to Award (6)** |
| --- | --- | --- | --- | --- |
| Project Coordinator, Technical and Administrative (.33 FTE) | Wil hire w/in 60 days of award date | $80,000 | 33% | $141,577 |
| **TOTAL PERSONNEL FUNDING** | | | | **$141,577** |

The Project Coordinator will coordinate project services and activities, perform community outreach on COJ’s behalf, develop materials, conduct meetings, and manage training, communication, and information dissemination in collaboration with implementation partners.

**Fringe Benefits Narrative**

| **Position (1)** | **Name (2)** | **Rate (3)** | **Total Salary Charged to Award (4)** | **Total Fringe Charged to Award (5)** |
| --- | --- | --- | --- | --- |
| Project Coordinator, Technical and Administrative (.33 FTE) | Wil hire w/in 60 days of award date | 37% | $409,600 | $53,258 |
| **TOTAL FRINGE FUNDING** | | | | **$53,258** |

COJ’s fringe benefits are comprised of: Retirement @12%; FICA @7.65%; Insurance @17.35% for a total @37%. The fringe benefit rate for full-time employees for years one and two is calculated at 37%. For years three, four, and five, it is anticipated to increase to 38%.

**Travel Narrative**

| **Purpose (1)** | **Location (2)** | **Item (3)** | **Calculation (4)** | | **Travel Cost Charged to the Award (5)** |
| --- | --- | --- | --- | --- | --- |
| 1. Travel for conferences (33% per measure) | Florida / National | Airfare, etc. | See justification below for break- down of costs. | | $16,667 |
| 1. Local travel (33% per measure) | Local / Regional | Mileage | 1,000 miles/yr @.67/mile | | $1,117 |
| **TOTAL TRAVEL FUNDING** | | | | **$17,783** | |

1. Estimation for staff is four trips per year for a total of $2500/trip that includes the following costs: $800 conference registration; $800/flight x 1/year; luggage fees $25 per flight @ 2 flights per year; hotel $150/night x 3 nights/year; per diem $71/day x 1 person x 3.5 days/year; taxi $70/yr; and parking $20/day @4 days/yr
2. Mileage for local travel for meetings and site visits estimated at 1,000 miles/yr @.67/mile.

**Contractual Narrative** – all measures using a competitive procurement process

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Name (1)** | **Service (2)** | **Rate (3)** | **Other (4)** | **Cost (5)** |
| (1) COJ Bike / Ped | Design bike lanes | Design/CEI/NEPA @ $2,487,219 | 2024-2025 | $2,487,219 |
| (2) COJ Bike / Pedestrian Dept & Contractor | Expand E-bike share program | Infrastructure planning & 230 E-bike purchase @ $5,000/each | 2025 initial fleet purchase 2026-2029 More bikes, ongoing O&M, admin | $1,150,000 |
| (3) Contracted Bike Shops | E-bike Voucher Program- LIDAC Households | 300 eBike vouchers @ $2,200 each | 2025 Set up program,  2026 Vouchers awarded; 2027 Data collected & analyzed;  2028 Report published, policies suggested; program made permanent | $660,000 |
| (4) To Be Decided COJ & LIDAC focused CBO(s) | Workforce development & education | $100,000/year | Train 275 workers w/ expected multiplier of 440 high paying jobs over five years | $500,000 |
| (5) To Be Decided COJ & LIDAC focused CBO(s) | Community Workshops | Five workshops a year @ $1,000 / workshop | 2025-2029 | $25,000 |
| (6) To Be Decided Consultant | Marketing, branding, and technical reports | $300,000/year for QAPP, GHG calcs, & marketing/communications | 2024-2029 | 1,500,000 |
| (6) To Be Decided nonprofit partner | Deep community engagement | See justification below | 2024 Contract; 2025-2029 Implementation | $1,767,553 |
| **TOTAL CONTRACTUAL FUNDING** | | | | **$8,089,772** |

1. The funding would begin with an analysis of proposed projects that have elements of protected bike lanes already included, as well as all existing bike lanes to determine feasible locations (should have right-of-way, be able to restripe, connectivity to other bike facilities, preferred local roadway but could be LAP with FDOT, etc.). Next, engineering design would be completed for all locations and construction costs finalized and approved. A competitive RFP process would establish a contractor to implement the materials/designs to construct the bike lanes.
2. Admin to establish programs, purchasing fleet, maintenance of bikes, contracting with supplemental vendors, infrastructure improvements within geofenced areas for rider safety (establishing corrals, areas where bikes can be parked, removing discarded/broken bikes, etc.).
3. The first step would require lots of admin/outreach - to bike shops, internally, etc. Costs would include hiring a consultant to set up a dashboard and lottery system, drafting agreements, establishing performance targets for tracking, etc. Next would-be to issue vouchers to vendors that provide the bikes to selected applicants. The following years would include reporting, analysis of pilot, recommending policies and programs for a permanent program.
4. The goal of a deep and consistent investment of $100,000 in workforce development a year is to be intentional about recruiting from and placing residents from within LIDACs in jobs creating bike lanes and E-bike management and maintenance. Two key support partners in this effort will be UNF and FSCJ, two local higher education institutions that have construction, micro grid, and electrical training opportunities. This component will aid in the training of 275 workers during the 5-year grant period. This number includes participants in various programs aimed at enhancing the region’s green workforce. Considering the multiplier effect of employment and the measure’s scope, it is reasonable to project an impact or improvement on approximately 440 jobs as the trained workers integrate into the green economy, leading to further job creation. Our goal is to build out a sustainable workforce pipeline in clean energy, sustainable transportation, and green the economy.
5. The five community workshops a year will be hosted in the communities serviced by each mobility hub engaging the public and educating them about the benefits and how to use the mobility hubs and bike/ped infrastructure tied to the mobility hubs. We estimate the cost of each workshop to be $1,000 to include rental of community space ($500/workshop), safety gear like bike helmets ($24/ea) and wrap around services for attendees during workshop ($250/workshop).
6. Contracted nonprofit organizations (NPOs) will assist with project phase outreach, community & youth-engaged programs and mode shift & safety certification program. Deep and direct community outreach and engagement will be a ($100k/yr). A mode shift & bike-walk-friendly driver certification program (~$50k/yr) to be offered to community members & public and private local fleets, to encourage mode shift away from gas vehicles and to train drivers how to share roadways and access points with bikes-peds. NPO student fellows and interns (~$50k/year) and stipends for LIDAC Green Ambassador Program members of which will champion and assist in education and outreach of projects (~$25k/yr). NPOs will also train residents to maintain bikes & establish “Friends of Trail” groups to establish a sense of community ownership with specific trails (~$242,553 for Year 1 and $100k for Year 2-5).

**Construction Narrative** – all measures using a competitive procurement process

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Name (1)** | **Service (2)** | **Rate (3)** | **Other (4)** | **Cost (5)** |
| (1) COJ Bike / Ped Dept & Contractor | Construct bike lanes | Construction of 1/3 of 464 linear miles @ $76,898/mile | 2025-2027 Construction | $11,765,455 |

Based on existing 464 linear miles of unbuffered bicycle lanes, roughly half could easily be converted to protected/separated bike lanes, so we conservatively estimated that 1/3 (153 linear miles) could be completed at approximately $76,900/linear mile.

**Other Narrative**

| **Item** | **Rate** | **Cost** |
| --- | --- | --- |
| Printed & outreach materials | $1/printed materials X 1000/year ($1,000) + $300/yr banner or promotional signs + 25 helmets @$24/each ($600) = $1,900/yr. Please note we added $119 extra to Year 1. | $9,619 |
| **TOTAL CONTRACTUAL FUNDING** | | **$9,619** |

Printed materials will be used at various community functions, such as health fairs, community events, and exhibits as well as for the direction and promotion of community workshops with partners such as local churches and businesses. The bike helmet incentive is needed to attract attendance, ensure safety, and allay parents’ concerns of high school/college students using e-bikes to get to school instead of cars.

**E-VOLT MEASURE 3: ELECTRIC VEHICLE FLEET TRANSITION**

**Personnel Narrative**

| **Position (1)** | **Name (2)** | **Annual Salary/Rate (4)** | **Level of Effort (5)** | **Total Salary Charge to Award (6)** |
| --- | --- | --- | --- | --- |
| (1) Project Manager, MSA Lead, Jacksonville Sustainability Manager | Ashantae Green | $104,000 | 10% | $55,215 |
| Project Coordinator, Technical and Administrative (.33 FTE) | Will hire w/in 60 days of award date | $80,000 | 33% | $141,577 |
| **TOTAL PERSONNEL FUNDING** | | | | **$196,791** |

1. The Project Manager will provide oversight of the grant. This position is responsible for implementing project activities, external communications, grant reporting, supervising the Project Coordinator, and internal and external coordination.
2. The Project Coordinator will coordinate project services and activities, perform community outreach on COJ’s behalf, develop materials, conduct meetings, and manage training, communication, and information dissemination in collaboration with implementation partners.

**Fringe Benefits Narrative**

| **Position (1)** | **Name (2)** | **Rate (3)** | **Total Salary Charged to Award (4)** | **Total Fringe Charged to Award (5)** |
| --- | --- | --- | --- | --- |
| Project Coordinator Technical & Admin (.33 FTE) | Will hire w/in 60 days of award date | 37% | $409,600 | $53,257 |
| **TOTAL FRINGE FUNDING** | | | | **$53,257** |

COJ’s fringe benefits are comprised of: retirement @12%; FICA @7.65%; insurance @17.35%for a total @37%. The fringe benefit rate for full-time employees for years one and two is calculated at 37%. For years three, four, and five, it is anticipated to increase to 38%.

**Travel Narrative**

| **Purpose (1)** | **Location (2)** | **Item (3)** | **Calculation (4)** | | **Travel Cost Charged to the Award (5)** |
| --- | --- | --- | --- | --- | --- |
| 1. Travel for conferences (33% per measure) | Florida / National | Airfare, etc. | See justification below for break- down of costs. | | $16,667 |
| 1. Local travel (33% per measure) | Local / Regional | Mileage | 1,000 miles/yr @.67/mile | | $1,117 |
| **TOTAL TRAVEL FUNDING** | | | | **$17,783** | |

1. Estimation for staff is four trips per year for a total of $2500/trip that includes the following costs: $800 conference registration; $800/flight x 1/year; luggage fees $25 per flight @ 2 flights per year; hotel $150/night x 3 nights/year; per diem $71/day x 1 person x 3.5 days/year; taxi $70/yr; and parking $20/day @4 days/yr
2. Mileage for local travel for meetings and site visits estimated at 1,000 miles/yr @.67/mile.

**Equipment Narrative**

| **Item(s) (1)** | **Quantity (2)** | **Amount (3)** | **% Charged to the Award (4)** | **Total Cost Charged to the Award (5)** |
| --- | --- | --- | --- | --- |
| Laptop computer and accessories | 1 | $2,500 | 100% | $2,500 |
| **TOTAL EQUIPMENT FUNDING** | | | | **$2,500** |

Staff will need a laptop and accessories to perform their job and make community presentations.

**Contractual Narrative** – all measures using a competitive procurement process

| **Name (1)** | **Service (2)** | **Rate (3)** | **Other** | **Cost (4)** | |
| --- | --- | --- | --- | --- | --- |
| 1. Duval County Public Schools (subrecipient) | 77 EV police & fleet vehicles transition using differential costs | $10,488 x 15.4 replacement vehicles/year for five years | Replacing 15.4 gas cars for EVs each year | $807,600 | |
| 1. Duval County Public Schools (subrecipient) | 16 EV Bus Fleet Transition | 16 buses at $300,000/each | Purchase in Y1&2 to get most GHG reductions | $4,800,000 | |
| 1. City of Jacksonville & Contractors(s) | 95 EV fire, waste, & city vehicles transition using differential costs | 95 vehicles @ $71,945 on avg w/ 1 Rescue, 17 Refuse Trucks, 4 Sweepers, 3 Forklifts, & 1 Pumper | 24-month period | $6,834,771 | |
| 1. NEFL Municipalities & Nonprofits 52 EV city vehicles (subrecipients) | Fleet transition using differential costs | 52 vehicles @ $15,000 differential cost/vehicle | 24-month period | $780,000 | |
| 1. To Be Decided COJ in partnership with LIDAC focused CBO(s)] | Workforce development & education | $100,000/year | Train 275 workers with expected multiplier effect of 440 high paying jobs over five years | $500,000 | |
| **TOTAL CONTRACTUAL FUNDING** | | | | | **$13,722,371** |

1. As the 20th largest school district in the U.S. in the largest land mass city in the U.S. we are excited to help DCPS begin its EV fleet transition utilizing a differential cost of $10,488 per vehicle of grant funding. This fleet has a mix of police, vans, and passenger cars, and DCPS plans to prioritize the location of EV vehicles in LIDACs. This support will accelerate further adoption while reducing greenhouse gas emissions and improving public health throughout the county.
2. DCPS is committed to placing up to 16 EV buses in LIDAC areas that suffer from multiple burdens with the goal of reducing air pollution and asthma rates. The estimate of $300,000 per bus comes from the AFLEET online tool with Argonne National Laboratory.
3. The City of Jacksonville operates the largest fleet among municipalities in the Jacksonville MSA. COJ is committed to transitioning a good portion of its fleet to electric over the next several years. This incremental cost funding is key to jump starting the transition. Because COJ plans to transition larger vehicles like refuse trucks and fire vehicles, the average incremental cost per vehicle is higher at approximately $71,945/vehicle over a 24-month period
4. This pool of incremental cost funding of $15,000 per vehicle will be offered to municipalities and nonprofits in the region to apply for. The goal is to get 52 more municipal and nonprofit vehicles on the streets over a 24-month period.
5. The goal of a deep and consistent investment of $100,000 in workforce development and education a year is to be intentional about recruiting and placing residents from within LIDACs in jobs helping to advance adoption and maintenance of EVs. There is a plan to collaborate with key partners, such as JTA and JEA, who already have programs such as apprenticeships and co-ops. Two additional key support partners will also be UNF and FSCJ, our local higher education institutions who have a Sustainable Solutions Lab and direct training for EV maintenance, respectively. This component will aid in the training of 275 workers during the 5-year grant period. This number includes participants in various programs aimed at enhancing the region’s green workforce. Considering the multiplier effect of employment and the measure’s scope, it is reasonable to project an impact or improvement on approximately 440 jobs as the trained workers integrate into the green economy, leading to further job creation. Our goal is to build a sustainable workforce pipeline in clean energy, sustainable transportation, and green the economy.

**Construction Narrative**

| **Name (1)** | **Service (2)** | **Rate (3)** | **Other** | **Cost (4)** | |
| --- | --- | --- | --- | --- | --- |
| 1. Duval County Public Schools  (subrecipient) | Charging infrastructure for DCPS fleet | 25 dual port L2 chargers serving 3 cars each @ $15,000 installed | Installation first two years to encourage faster EV adoption | $375,000 | |
| 1. Duval County Public Schools (subrecipient) | DC Fast Charging Infrastructure | 8 stations @ $140,000/each | 24-month period | $1,120,000 | |
| 1. City of Jacksonville & Contractors(s) | EV Charging Infrastructure | 64 dual port L2 stations serving 3 cars each @ $15,000 installed | 24-month period | $960,000 | |
| 1. NEFL Municipalities & Nonprofits 35 EV charging stations (subrecipients) | EV Charging Infrastructure | 17 dual port L2 stations serving 3 cars each @ $15,000 installed | 12-month period | $525,000 | |
| **TOTAL CONTRACTUAL FUNDING** | | | | | **$2,710,000** |

1. The approximately 25 charging stations for DCPS were estimated based on the [North Florida TPO Clean Fuels Master Plan](https://www.bing.com/ck/a?!&&p=651c29cb4992d5c9JmltdHM9MTcxMTY3MDQwMCZpZ3VpZD0yZmU5YThmYy1mOTA3LTYzNWYtMzhkOS1iYWU4Zjg2YjYyMDYmaW5zaWQ9NTE5OQ&ptn=3&ver=2&hsh=3&fclid=2fe9a8fc-f907-635f-38d9-bae8f86b6206&psq=clean+fuels+master+plan&u=a1aHR0cHM6Ly9ub3J0aGZsb3JpZGFjbGVhbmZ1ZWxzLmNvbS91cGxvYWRzL0NsZWFuLUZ1ZWxzLU1hc3Rlci1QbGFuLVJlcG9ydF9GaW5hbF8yNDAyMDkucGRm&ntb=1) with an estimated cost per station of $9,500 uninstalled and $15,000 installed and servicing three cars per station.
2. With each EV bus making at least two roundtrips a day, DCPS is excited to try to design its fast-charging stations to be both secure for its bus charging but also allow for public charging where possible. The estimate of $140,000 per fast charger comes from the [International Council on Clean Transportation](https://theicct.org/sites/default/files/publications/ICCT_EV_Charging_Cost_20190813.pdf)
3. The approximately 64 charging stations for COJ fleet were estimated based on the [North Florida TPO Clean Fuels Master Plan](https://www.bing.com/ck/a?!&&p=651c29cb4992d5c9JmltdHM9MTcxMTY3MDQwMCZpZ3VpZD0yZmU5YThmYy1mOTA3LTYzNWYtMzhkOS1iYWU4Zjg2YjYyMDYmaW5zaWQ9NTE5OQ&ptn=3&ver=2&hsh=3&fclid=2fe9a8fc-f907-635f-38d9-bae8f86b6206&psq=clean+fuels+master+plan&u=a1aHR0cHM6Ly9ub3J0aGZsb3JpZGFjbGVhbmZ1ZWxzLmNvbS91cGxvYWRzL0NsZWFuLUZ1ZWxzLU1hc3Rlci1QbGFuLVJlcG9ydF9GaW5hbF8yNDAyMDkucGRm&ntb=1) with an estimated cost per station of $9,500 uninstalled and $15,000 installed and servicing three cars per station.
4. The approximately 17 charging stations for the NE FL municipality and nonprofit initiative were estimated based on the [North Florida TPO Clean Fuels Master Plan](https://www.bing.com/ck/a?!&&p=651c29cb4992d5c9JmltdHM9MTcxMTY3MDQwMCZpZ3VpZD0yZmU5YThmYy1mOTA3LTYzNWYtMzhkOS1iYWU4Zjg2YjYyMDYmaW5zaWQ9NTE5OQ&ptn=3&ver=2&hsh=3&fclid=2fe9a8fc-f907-635f-38d9-bae8f86b6206&psq=clean+fuels+master+plan&u=a1aHR0cHM6Ly9ub3J0aGZsb3JpZGFjbGVhbmZ1ZWxzLmNvbS91cGxvYWRzL0NsZWFuLUZ1ZWxzLU1hc3Rlci1QbGFuLVJlcG9ydF9GaW5hbF8yNDAyMDkucGRm&ntb=1) with an estimated cost per station of $9,500 uninstalled and $15,000 installed and servicing three cars per station.