I. Project Regional Needs | MORE EVS

The electric transportation transition is coming, with automakers pledging to invest $860 billion in EV production globally[1] and major industry supply manufacturers, like Honda retooling their Central Ohio plant and Intel locating to the region. The electric vehicle (EV) market is forecasted to grow exponentially with over 26 million EVs forecasted on U.S. roads by 2030.[2] Yet, the Central Ohio region has critical unmet EV infrastructure needs that this proposal seeks to address by focusing on gaps in the region's underserved urban and rural locations to ensure EV charging infrastructure is equitable and accessible.

While there have been significant strides to support EV adoption in Central Ohio, regional EV registration growth has stalled, and significant EV charging equity gaps remain in rural and urban underserved communities, as well as for residents who don't own their own personal vehicle.

In 2016, the Central Ohio region began building a community-wide ecosystem that fosters EV adoption as part of the Smart Columbus Program. The program was initially funded by USDOT and the Paul G. Allen Family Foundation and included partnerships with more than 100 public, private, and non-profit organizations, enabling Central Ohio to advance from the bottom 10 of major metros to the fastest-growing EV market in the Midwest.

Regional Transportation Electrification Track Record

- ✓ EV adoption leader among non-ZEV regions
- ✓ Region-wide ecosystem with 100+ partners
- ✓ 100,000+ residents engaged on EVs
- ✓ 12,500+ EV test drives in two years
- ✓ 65 auto dealers trained on EVs
- ✓ Hosted learning exchanges with 80+ cities
- ✓ 200+ presentations on electrification strategies to help scale results.

According to the US Department of Energy (USDOE) Alternative Fuels Data Center (AFDC), Ohio outperformed national EV registration growth rates from 2018-2020, rising to be the 7th fasted growing EV market in 2019. But since that time, new EV registrations have significantly slowed, with Ohio falling to 39th in EV registration growth by 2021, and as of 2023, ranked 32nd in EV charging density per capita according to the AFDC.

While EV registrations remain strong and growing for the more urban and affluent communities in Central Ohio, significant gaps in registrations and EV charging infrastructure remain for the wider region, particularly for residents of underserved urban and rural communities. To that end, this grant proposal represents the culmination of a collaborative effort of regional stakeholders to address EV charging infrastructure gaps allowing all residents to benefit from the electrified transportation.

[1] $210 Billion of Announced Investments in Electric Vehicle Manufacturing Headed for the U.S. – Atlas EV Hub
[2] Electric Vehicle Sales and the Charging Infrastructure Required Through 2030 (eei.org)

II. Project Overview | MORE EVS

The Mid-Ohio Regional Planning Commission (MORPC) is proposing the Mid-Ohio Regional Equity for Electric Vehicle Stations (MORE EVS) project; it aims to fill crucial gaps in electrifying the transportation sector by developing EV charging infrastructure and providing investments in EV industry-related workforce development in Central Ohio's urban and rural underserved communities with a priority on equity and accessibility.

Led by the region's Metropolitan Planning Organization (MPO), it is designed to bridge the gap in EV charging for underserved communities. It is a collaborative effort with 62 committed site hosts and partners such as Smart Columbus, AEP Ohio the region's largest utility, the Central Ohio Transit Authority (COTA), numerous local governments, public agencies, non-profits, and private sector partners.

MORE EVS Project Highlights

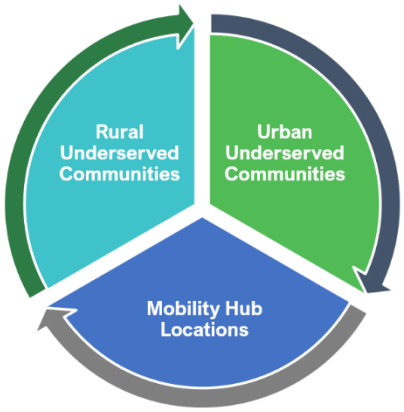
- ✓ **Led by MORPC, the region's MPO**
- ✓ Key Implementation partners including:
  - **Smart Columbus**
  - **Central Ohio Transit Authority (COTA)**
  - **AEP Ohio (Regional Electric Utility)**
  - **18 Municipalities and Public Agencies**
  - **15 Private Sector Partners**
- ✓ Siting supported through co-creation sessions and community input
- ✓ EV chargers focused on underserved areas with the following regional focuses:
  - **5 Mobility Hubs with equity access**
  - **31 Urban Underserved Locations**
  - **26 Rural Underserved Locations**
  - **50 Columbus Curbside Ports**
- ✓ EVSE Designs to meet multiple use cases:
  - **L2 EVSE: 334 Ports**
  - **DCFC EVSE: 72 Ports**
- ✓ Safety Prioritized in site design and operation
- ✓ **Locations complement Ohio DOT NEVI Formula gaps and deployment areas**
- ✓ Education and outreach features of project
- ✓ Regional Workforce development initiatives
- ✓ **4,147 tons CO2 reduction benefits**

Working together, the implementation partners engaged in early and ongoing community discussions to develop this project. We continually worked to reinforce the focus on underserved areas, including rural and urban communities and mobility hubs. As a result of this work, the project will deploy a mix of Level 2 (L2) and DC Fast Charging (DCFC) ports to meet multiple use cases with safe and accessibly designed and operated stations.

The project's locations are informed by the gaps identified in the 2023 draft version of the Ohio Electric Vehicle Infrastructure Deployment Plan, a 2022 City of Columbus charging gap analysis, and a 2022 regional assessment conducted by MORPC. The project also features robust education initiatives, regional workforce development programs, and a comprehensive project evaluation process to quantify equity and environmental benefits, including CO2 reduction. This project goes beyond deploying EV chargers to create a sustainable, equitable, and environmentally friendly transportation future for Central Ohio.

III. Project Vision and Locations Narrative | MORE EVS

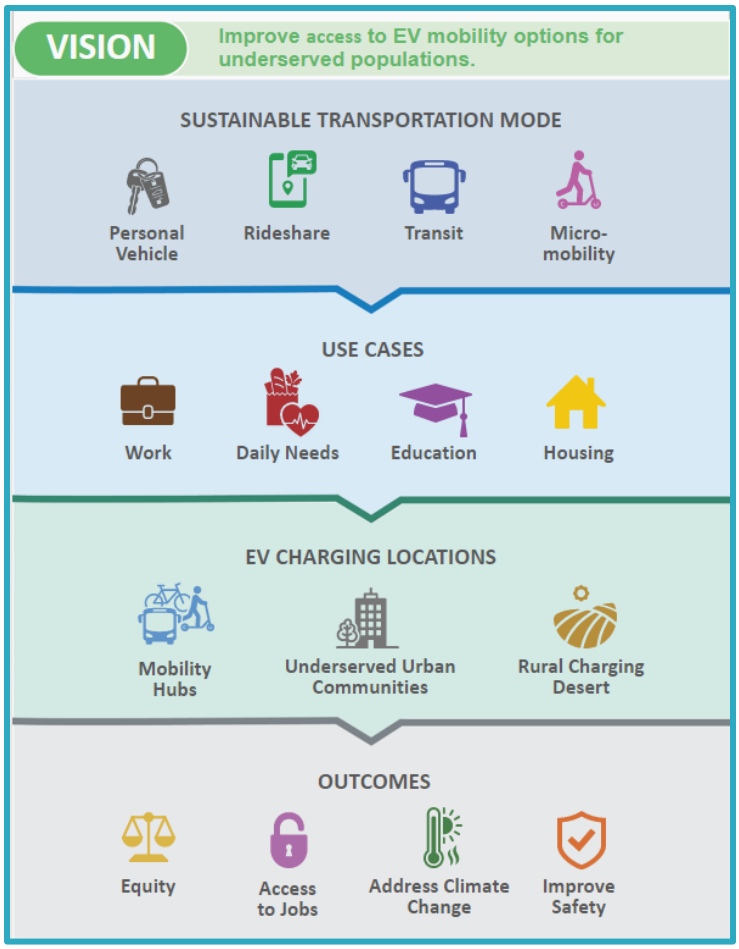
A. Project Vision



The MORE EVS Project proposes to deploy EV charging infrastructure across Central Ohio, focusing on three key areas:

1) Mobility Hub Locations for equity and accessibility,
2) Urban Underserved Communities, and
3) Rural Underserved Communities.

The MORE EVS Project is designed to support charging for a variety of electrified transportation modes including personal vehicles, rideshare, transit, and micro-mobility options. The project locations have been strategically chosen with community input to solve for key needs in underserved areas, including solutions for commuting to work, daily needs, healthcare, education, and housing and residential access. The selected project locations offer accessibility and provide sites with safety features while also serving high traffic areas to ensure utilization.



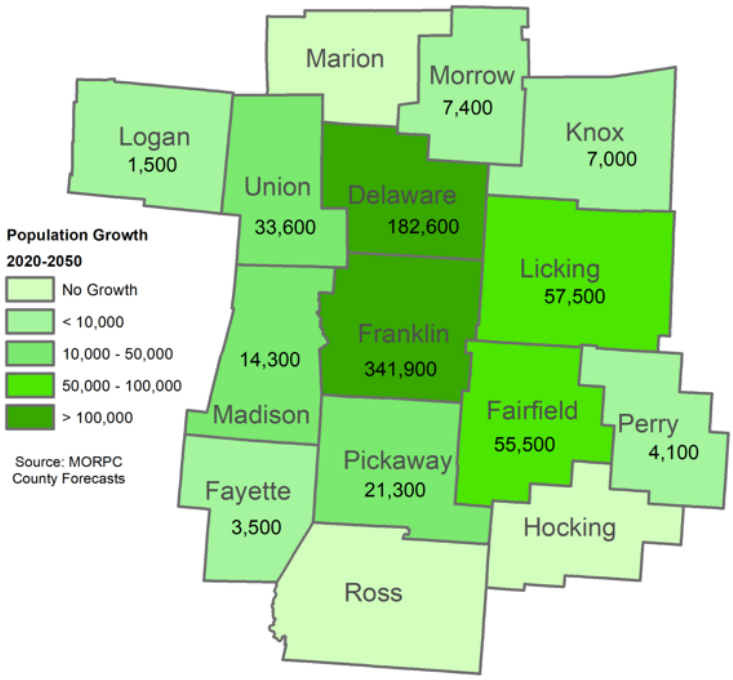
The MORE EVS project locations include municipal lots, parks, universities, medical offices, gas stations, residential units, and mobility hub locations. The EV sites are designed to provide equitable access to EV transportation options for all area residents, particularly for those who use public transit, do not own personal EVs, and need more accessible options.

This project has been designed to create robust outcomes around the five major CFI Program criteria by creating a safe, accessible, equitable, and environmentally sustainable electrified transportation future, with high-quality workforce development programs and good-paying jobs for Central Ohio. More details on each of these project areas are found in the project narrative sections below.

B. Regional Locations Context

The 15-county Central Ohio region, served by MORPC, is a diverse and growing area with a focus on improving its transportation system and the development around it. MORPC is Central Ohio's regional council, designated metropolitan planning organization (MPO) for urban areas, designated Rural Transportation Planning Organization (RTPO) for rural areas, and one of the few agencies in the country to combine all three functions under a single organization. MORPC has grown to more than 80 regional public agency members comprised of counties, cities, villages, townships, and regional organizations. We take pride in bringing communities of all sizes and interests together to collaborate on a future of economic growth and development, as well as clean transportation, energy, and environmental sustainability solutions.

Recent growth places the 15-county Central Ohio region among the fastest-growing large metros in the country. Additionally, the region is growing faster than any other in the state. As the central Ohio region continues to grow and becomes more diverse, the urgency to plan for and invest in more housing and affordable, environmentally sustainable mobility options to connect people with one another increases.



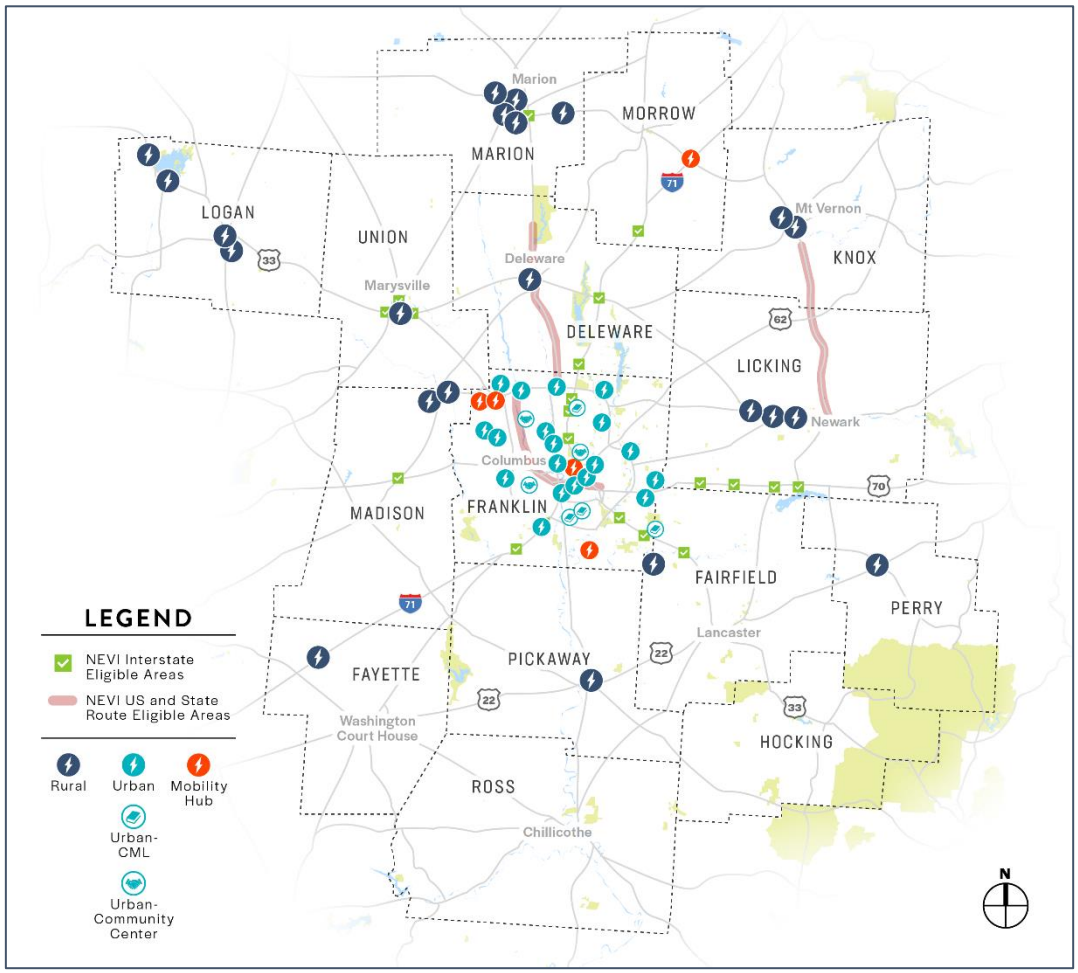
Through initiatives like insight2050, a collaborative regional long term planning process, MORPC recognizes that residents desire to live near the places and amenities they most frequent, and thus desire options in getting there, whether that is driving, walking, bicycling, transit, or electric-powered vehicles.

The MORE EVS project directly supports regional needs, plans, and goals. MORPC is focused on creating a complete and connected mobility system along key regional corridors, including advanced rapid transit of high capacity, technology solutions, EV charging infrastructure, and a robust bike and pedestrian network. This includes the regional LINKUS Mobility Initiative, a partnership with the City of Columbus, Central Ohio Transit Authority, and others. MORPC is also collaborating with nine Central Ohio counties to develop a Regional Mobility plan. This plan aims to identify the local transportation needs of people with disabilities, older adults, and those with low incomes,. It will provide strategies and approaches for meeting unmet needs.

MORPC is committed to fostering a more equitable region, and this commitment is reflected in multiple regional transportation initiatives like the MORE EVS project, ensuring that EV infrastructure fits into the fabric of communities and complements the built and human environment for regional residents. For instance, the agency is working on a strategic framework to tie together ongoing community planning efforts in transportation, sustainability, data gathering, and mapping resources. Overall, MORPC's transportation-related efforts are aimed at creating a more connected, inclusive, and equitable region by offering diverse mobility options and improving access to amenities. The agency is leveraging partnerships, strategic planning, and innovative initiatives to achieve these goals. The MORE EVS project represents a critical solution to addressing the region's EV charging infrastructure gaps, specifically for underserved rural and urban communities.

C. MORE EVS Project Locations

The MORE EVS Project proposes to deploy electric vehicle (EV) charging infrastructure across Central Ohio, focusing on the following three key areas: Mobility Hub Locations, Urban Underserved Communities, and Rural Underserved Communities for equity and accessibility as described in more detail in the map and sections below.



1) Multi-Modal Mobility Hub Project Locations

The MORE EVS multi-modal mobility hub project locations are designed to ensure widespread coverage and accessibility, making EV charging convenient for a larger number of residents, including those who rely on public transportation or do not own a personal vehicle. These projects partner with the largest public and private transportation providers in Central Ohio, including the region's Federal Transit Administration (FTA) designated transit agency, the Central Ohio Transit Authority (COTA), and the region's oldest (94-year-old) and largest continuously operating taxi company, Columbus Yellow Cab. In addition, Mobility Hub projects will also be placed in the suburban community of Dublin and the rural Morrow County as depicted below.

Multi-Modal Hubs
Region-Wide Impact - Urban and Rural
Central Ohio Transit Authority (COTA) Rickenbacker Transit Center Mobility Hub:  This Mobility Center will be a mixed-use mobility hub which will support COTA's fixed route lines, future LinkUS corridor connections, GREAT Shuttle service, and Pickaway, Fairfield, and Lancaster County connections. This project scope's primary purpose is to provide a mobility hub to serve the Rickenbacker (air and ground freight hub with worldwide access) area while also promoting economic stability for a mixed-use facility. The Center will be designed to include the following mobility assets: Transit bays and turnarounds, passenger waiting areas, bike storage, park and ride, car sharing services, and pedestrian connections with

ADA accessible stops. The project will incorporate childcare, medical, and banking tenants. The project is designed towards a LEED Silver goal. The Center will include stops for COTA fixed routes, first mile/last mile services for people to reach their work sites, and will also include food services.

London-Groveport Community	*L2 Ports*	*8*	***Federal DAC classification*** ***Low Income (200% Fed) >20%***

Yellow Cab of Columbus Milo Grogan Mobility Hub: Milo Grogan is an underserved, lower income neighborhood. The mobility hub at the corner of Cleveland Ave and Essex Ave. will serve use cases focused on work, daily needs, education, and housing. Users of the mobility hub will be able to charge personal vehicles, utilize electrified ride share, and access micro mobility options. EV chargers would help individuals in this underserved area get where they need to go every day.

Milo-Grogan Community	*L2 Ports*	*12*	***Federal DAC classification*** ***Minority >30%*** ***Low Income (200% Fed) >20%***
	DCFC Ports	*4*	

City of Dublin Mobility Hubs: The City of Dublin is strategically located and known for its rich history and innovative spirit. Dublin is committed to sustainability to ensure continued growth and economic success. Of the two mobility hubs identified, the first is the city's recreation center, which is a facility that creates an inclusive approach to recreation by providing individuals with and without disabilities opportunities to participate in activities together. The city strives to make these programs accessible to all its residents. Therefore, a financial assistance program is available for those who would not otherwise be able to afford to participate.

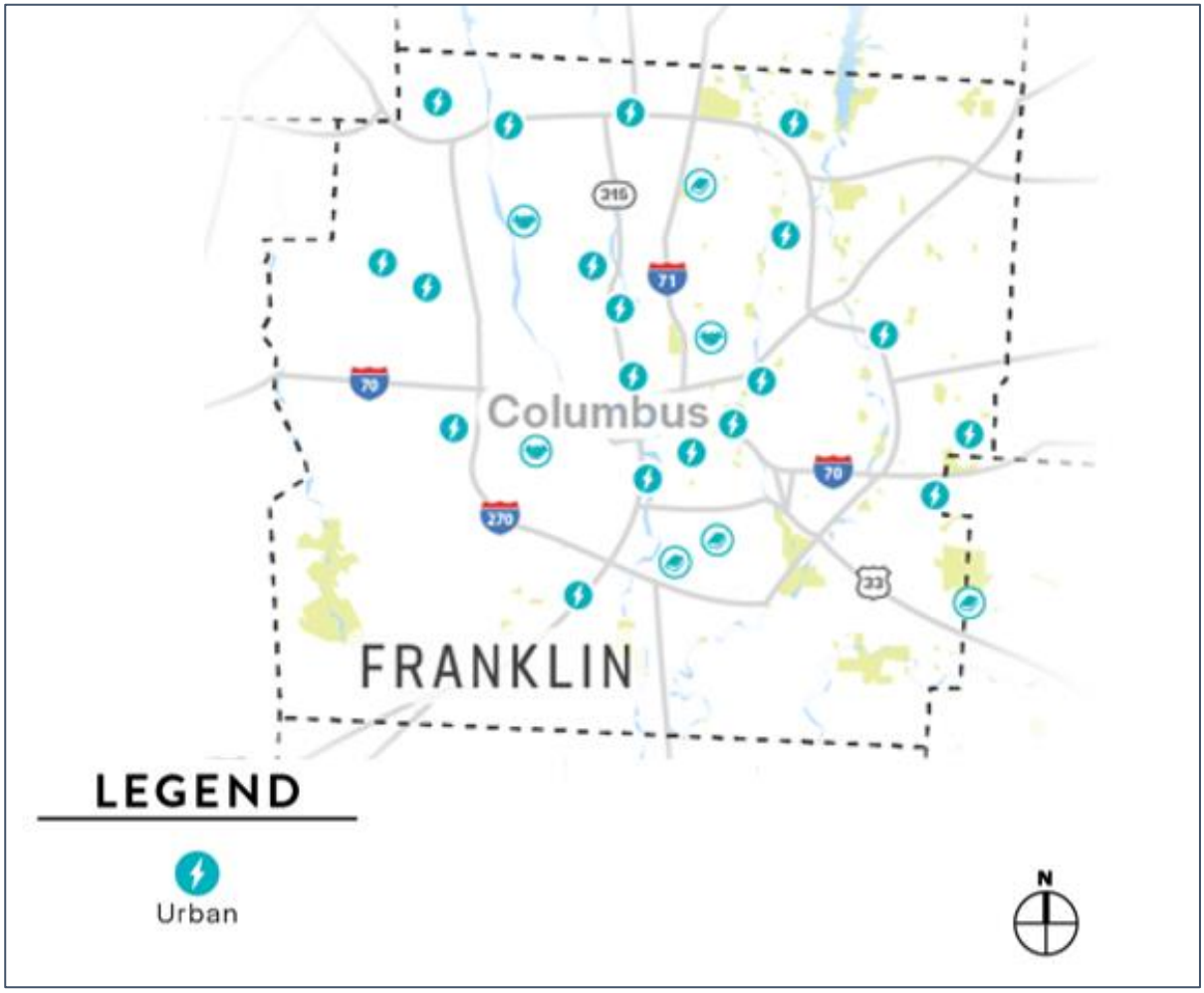
The second hub is located at the City's Park and Ride, a convenient and accessible facility providing commuters with ample parking and easy access to transit, promoting sustainable and efficient transportation options. Transit ridership in Dublin has traditionally been driven by commuters using the Dublin Park & Ride to take Line 73 to and from Downtown Columbus. Transit access is important in Dublin as 80% of the low-income residents in Dublin live within a half-mile of a COTA bus stop and 38% of the zero-vehicle households in Dublin are within a half-mile of a COTA bus stop.

Dublin Recreation Center	*L2* Ports	*4*	***Minority >30%*** ***Inclusive Programs for Individuals with Disabilities***
Dublin Park and Ride	*L2* Ports	*4*	

Morrow County Travel Plaza Mobility Hub: Morrow County will develop an innovative project to build an EV charging plaza at the intersection of I-71 and I-95, creating a hub for electric vehicle infrastructure. Positioned strategically between Cleveland and Columbus, this prime location offers readily available utilities and presents a unique opportunity to become a central hub for sustainable transportation. The plaza's significance extends beyond its role in promoting electric vehicles—it has the potential to serve as a foundational component for the County's economic and social development. Moreover, with plans for the construction of over 500 residential units nearby, the charging plaza would serve as a vital amenity, aligning with Morrow County's commitment to renewable energy and climate justice.			
Morrow County	*DCFC Ports*	*30*	***Low Income (200% Fed) >20%***

2) Urban/Suburban Underserved Community Project Locations

In collaboration with regional stakeholders and input from communities, MORPC has identified electrification infrastructure gaps in underserved urban and suburban areas of the 15-county region. The proposed project aims to fill these gaps by deploying EV charging stations in the following areas below:



Urban Area Locations			
City of Columbus			
Brewery District: A community known for its historic business district. It is also home to a The Scioto Audubon Metro Park, which serves a diverse population in the heart of Columbus and is connected to the region's active transportation plan through popular bike and walking trails. **Location Equity Needs:** Once a blighted brownfield, Scioto Audubon has been transformed into a green oasis where wildlife flourish. Students from disadvantaged neighborhoods come for field trips to learn about wetlands, birds, and our region's waterways at the Grange Insurance Audubon Center.			
Scioto Audubon Metro Park	*L2 Ports*	*4*	***Nature Education & Recreational Access***
Far South Side: With proximity to downtown, the community is home to Schiller Park, two major public libraries, a diverse culture and the Columbus Children's Theater. **Location Equity Needs:** The Far South Side is classified as a disadvantaged community (DAC) and is located in a census tract where both 20% of the population is low-income and more than 30% of the population is considered a minority. Strategically placing EVSE at public libraries will offer a safe and accessible location for charging while encouraging community engagement.			
CML - Marion Franklin	*L2 Ports*	*4*	***Federal DAC classification Minority >30% Low Income (200% Fed) >20%***
CML - South High	*L2 Ports*	*4*	
Greater Hilltop: Serving as a central location just west of downtown, the Hilltop community is bordered by Interstate 70 and the I-270 Outerbelt, providing easy transportation access to the area for both passenger vehicles and the transit bus line. The community offers several parks and green spaces providing opportunities for outdoor activities and community gatherings. **Location Equity Needs:** The Hilltop community falls under the classification of a DAC while also serving as home to a population where more than 20% of the residents are classified as low-income. Given the proximity to the region's major interstate system, the addition of a charging station at a community center will give both residents and individuals throughout the region a secure and community-oriented location to charge an EV.			
Columbus Rec & Park – Hilltop Community Center	*L2 Ports*	*4*	***Federal DAC classification Low Income (200% Fed) >20%***
Livingston Avenue Area: Southeast of downtown, the Livingston community offers proximity to the city's core. Residents are situated closely to employment opportunities, and community and cultural facilities. **Location Equity Needs:** Home to a community where more than 20% of residents fall below the poverty threshold and are a population of greater than 30% minority, the Livingston community residents are faced with challenges. The placement of EVSE at the Children's Hospital will provide access to both patients and families utilizing the			

healthcare system and community members. Nationwide Children's Hospital invests in building social equity in the community beyond their walls, addresses the social determinants of health, and develops payment models to better serve different socioeconomic statuses of children.

Nationwide Children's Hospital	*L2 Ports*	*4*	***Minority >30% Low Income (200% Fed) >20%***

Mid-East Area: Positioned close to downtown, the Mid-East community includes a community recreation center, a memorial park, and a metropolitan library branch. The area includes access to daily-needs-based locations for residents including Walmart, Dollar Tree, and several pharmacies.
Location Equity Needs: The Mid-East neighborhood falls under the federal classification of a DAC, as well as including residents with a minority population of greater than 30%, and where more than 20% of residents are considered low-income. EVSE placement at a metropolitan library will bring charging access to users of the library and provide a safe place to charge with walkable access to daily-needs locations.

CML – Barnett	*L2 Ports*	*4*	***Federal DAC classification Minority >30% Low Income (200% Fed) >20%***

Near East Side: The neighborhood provides access to free parking lots owned by the City of Columbus, several medical centers, and is adjacent to the Franklin Park Conservatory, where on the first Sunday of every month access to the Conservatory is free for residents of Franklin County. The neighborhood is also home to Equitas Health King-Lincoln Pharmacy, a non-profit with proceeds going towards helping communities affected by HIV/AIDS.
Location Equity Needs: Classified as a DAC and serving greater than 20% of residents that fall below the low-income threshold, community members in the Near East Side through this project will be provided charging options in free city-owned lots and medical centers. Strategically placing charging will allow healthcare center visitors, families, and workers to have access to reliable EVSE immediately outside the downtown community.

City of Columbus - City Lot on Parsons	*L2 Ports*	*4*	***Federal DAC classification Low Income (200% Fed) >20%***
City of Columbus - City Lot on Garfield	*L2 Ports*	*4*	
Nationwide Children's Hospital	*L2 Ports*	*16*	
Ohio State University Wexner Medical Center	*L2 Ports*	*2*	
	DCFC Ports	*2*	

North Linden Community: The community is home to the Columbus Linden Community Center, which is situated within Linden Park, a community gathering area. Additionally, the park is flanked by the Linden Park Early Childhood Education Center, and near the Columbus Alternative High School, both of which are gathering places in the Community.
Location Equity Needs*:* North Linden is classified as a DAC, with more than 30% of residents considered minorities and with greater than 20% of residents considered low income. EVSE infrastructure at the North Linden Community Center will provide access to safe and reliable charging for the neighboring businesses, schools, nearby housing and visitors of the park and the greenspace.

Columbus Rec & Park - Linden	*L2 Ports*	*4*	***Federal DAC classification Minority >30% Low Income (200% Fed) >20%***
Northeast Side: The Northeast community includes Easton Town Center, a complex offering access to daily needs including shopping, dining as well as walkable paths, greenspaces, and community-focused events. **Location equity needs**: The Northeast Side Community sits directly in an area where more than 30% of residents are considered a minority population. In addition, the surrounding neighborhoods, that border the Easton area are classified as a DAC. Positioning DCFC EVSE equipment within the Easton complex will allow for users of the chargers to contribute to the local economy while their vehicle is charging.			
Easton Town Center - Worth Ave.	*DCFC Ports*	*8*	***Minority >30% Neighboring areas include DACs***
Easton Town Center - Easton Gateway	*DCFC Ports*	*8*	
Easton Town Center - Easton Station	*DCFC Ports*	*4*	
Northland: The City's Northland Community is home to community-driven resources including the Karl Road branch of the metropolitan library system, the Woodward Park Community Recreation Center, the North YMCA, and the community's elementary, middle, and high schools, which are all within several miles of each other. **Location Equity Needs:** The Northland community, classified as a DAC, also includes additional groupings into both its minority population being more than 30%, and with more than 20% of residents considered as low-income. Positioning EVSE at the local library, which is walkable to nearby housing, pharmacies, and other daily need's locations, will provide reliable EV charging for the entire community.			
Columbus Metropolitan Library - Karl	*L2 Ports*	*4*	***Federal DAC classification Minority >30% Low Income (200% Fed) >20%***
Northwest Side: The Northwest side of Columbus sits adjacent to the Scioto River and includes several community parks, the Don Scott OSU Airport, multiple healthcare centers and a local community center. **Location Equity Needs**: With more than 20% of the population on the Northwest side of the city classified as low income, the placement of EVSE at the Carriage Place Community Center will drive a community-focused set of outcomes. Deploying EVSE will allow users of the center to charge while also utilizing the resources provided by the City and will support nearby housing and neighborhoods' secure access to EV chargers.			
Columbus Rec & Park - Northwest	*L2 Ports*	*4*	***Low Income (200% Fed) >20%***
OhioHealth System in Columbus: OhioHealth's mission is to improve the health of those they serve. Offices in Central Ohio are utilized by not only residents of Central Ohio, but by individuals from all over the state and sometimes even further than that. Chargers at OhioHealth locations will give access to individuals coming to receive medical care at a nationally recognized facility supporting the interest of the community, including members of underserved communities needing access to healthcare.			

Location Equity Needs: The OhioHealth locations throughout the City of Columbus provide access to medical centers in DACs. The sites are designed to provide charging access to patients, visitors, families, and workers at the medical complexes. The centers are also surrounded by parks and neighborhoods that will benefit from the safe and accessible EV charging infrastructure.			
McConnell Center (3773 Olentangy)	*L2 Ports*	*6*	***Federal DAC classification Minority >30% Low Income (200% Fed) >20%***
Doctors Hospital (5100 West Broad)	*L2 Ports*	*8*	
Kobacker House (800 McConnell)	*L2 Ports*	*4*	
David Blom Campus (3430 OhioHealth)	*L2 Ports*	*8*	
Riverside Hospital (3535 Olentangy)	*L2 Ports*	*16*	

Urban Area City of Columbus Equitable Curbside EV Charging Program

The City of Columbus is committed to developing a robust EV charging program which includes both off-street and curbside charging opportunities. The city's current limited inventory of public EV charging stations is located primarily in high-demand areas within and near the downtown core. The city plans to leverage the historic opportunity presented by the CFI grant to expand upon its program and provide public access to charging infrastructure in the city's underserved urban communities. The Columbus Climate Action Plan (2021) includes strategies to increase private zero emission vehicle adoption and establishes a goal to develop an Equitable EV Charging Plan by 2025. In pursuit of this goal, the city has undertaken a technical analysis process to identify underserved neighborhoods with a potential demand for publicly accessible charging infrastructure. The primary driver in this study is the likelihood of residents being unable to charge an EV at their place of residence. The analysis has identified several underserved communities which would benefit from publicly accessible charging infrastructure, with priority for the neighborhoods with higher population densities and propensity of housing types that lack private garages. The top ten block groups identified through the city's scoring criteria include neighborhoods within the Northland, Olentangy West, Southeast, Mid East, and Greater Hilltop areas – all of these, in whole or in part are also identified as DACs by USDOT. In many of these neighborhoods, residents primarily rely on public streets for their daily and overnight parking needs.

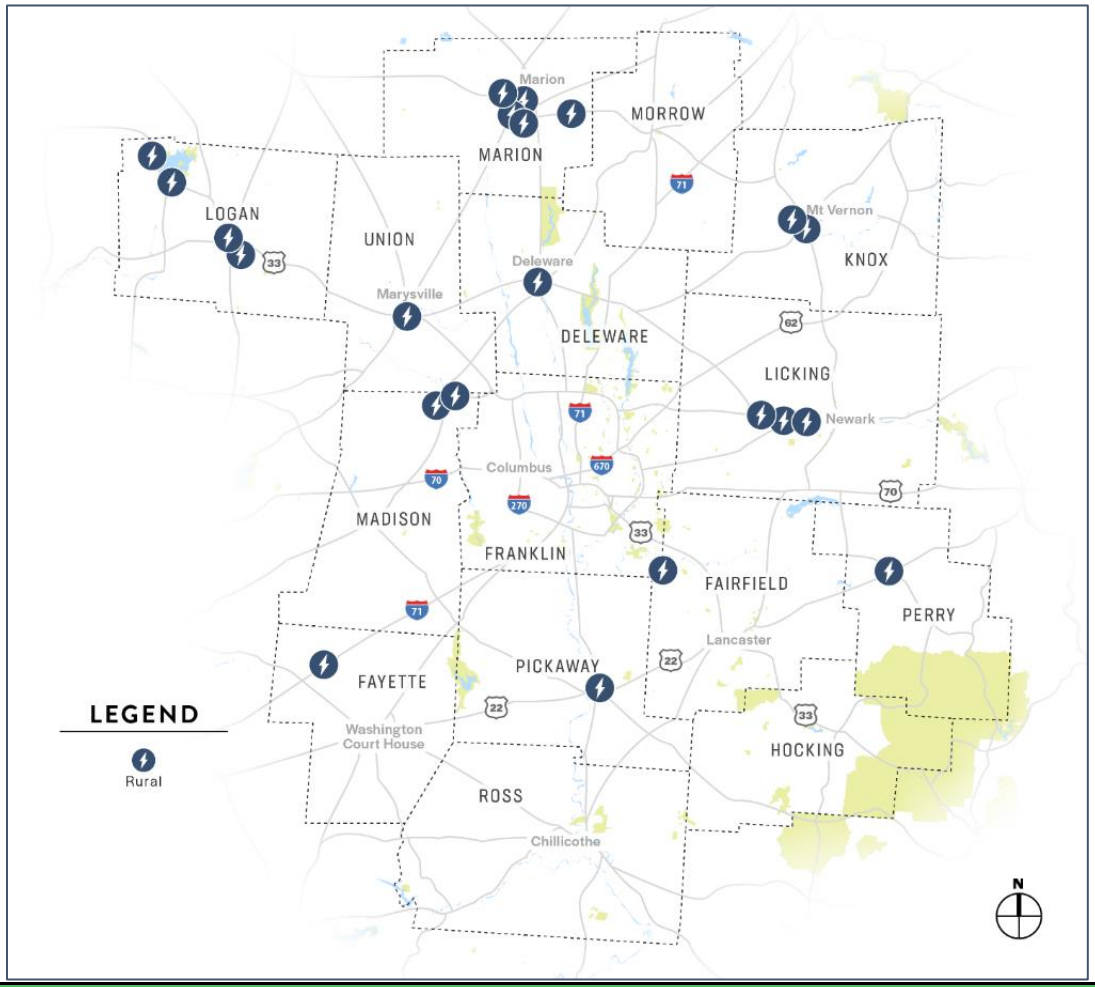
In conjunction with priority off-street locations identified with in this grant application, the City of Columbus proposes to develop an Equitable Curbside EV Charging Program as a key component of the CFI grant implementation. This program will expand on the technical criteria studied to date with more detailed siting studies that will consider additional factors such as safety and resiliency, market demand, quality of proximate transportation infrastructure, and alignment with other mobility infrastructure initiatives such as planned mobility hubs and park & ride locations. The planning and siting process will also incorporate ongoing community dialogue to ensure that residents are supportive of EV charging infrastructure within their neighborhoods and in specific, feasible locations.

The City of Columbus will identify preferred sites through this combination of technical analysis and public dialogue, followed by a competitive procurement process. The city intends to install up to 50 charging ports, distributed across multiple sites, with a minimum of four ports per site. Site-specific factors may inform differential costs that could impact the overall number of stations able to be implemented within the proposed program budget of $3 million, 50% of which will be provided through a non-federal cost-share. The city will procure one or more EV charging vendors to partner in this program through a competitive award process, in conjunction with the Mid-Ohio Regional Planning Commission's vendor prequalification process. The neighborhoods noted above are considered priority areas for community engagement and station siting, though other locations may be identified through the course of program planning.

Franklin County Suburban Communities			
Greater Franklin County Area: Greater Franklin County, centered around Columbus, Ohio, is a vibrant region of communities that prioritize sustainability and inclusivity, promoting environmental stewardship and social justice. The region's transportation infrastructure facilitates easy connectivity. **Location Equity Needs:** Franklin County is the most populous county in Ohio with a diverse population of about 1.3 million residents. Today the county's poverty rate (as defined by 2018 federal poverty level income numbers) is 16.7%, 29.9% for African Americans, and 25% for children. Additionally, research routinely demonstrates that the percentage of residents struggling financially is nearly twice the official poverty rate and that despite a low official unemployment rate, the number of people in poverty has grown overall since 1970.			
City of Dublin - Darree Fields	*L2 Ports*	*4*	***Low Income (200% Fed) >20%***
City of Gahanna	*L2 Ports*	*4*	*Daily Needs - Community, Education*
	DCFC Ports	*4*	
City of Hilliard - Cosgray	*L2 Ports*	*4*	*Daily Needs - Healthcare, Work, Housing*
City of Hilliard - Wayne St.	*L2 Ports*	*4*	***Low Income (200% Fed) >20%***
OhioHealth - Dublin	*L2 Ports*	*6*	*Daily Needs - Healthcare, Work*
OhioHealth - Grove City	*L2 Ports*	*6*	***Low Income (200% Fed) >20%***
City of Reynoldsburg	*L2 Ports*	*6*	***Federal DAC classification*** ***Minority >30%*** ***Low Income (200% Fed) >20%***
Sheetz - Reynoldsburg	*DCFC Ports*	*4*	***Minority >30%*** ***Low Income (200% Fed) >20%***
City of Westerville	*L2 Ports*	*4*	***Low Income (200% Fed) >20%***
Worthington - Alterra Real Estate	*L2 Ports*	*4*	*Daily Needs, Work, Housing*

3) Rural Underserved Community Project Locations

The third focus of this project aims to address the lack of EV charging infrastructure in underserved rural locations. The current EV charging market is designed to only address areas that have high EV adoption rates per capita and large traffic volumes to provide the quickest return on investment. This project focuses on filling the region's current EV charging infrastructure gaps and anticipating future EV charging station needs as the market grows and regional connectivity is required for equitable and sustainable outcomes. The following locations below have been selected with community input to equip rural communities with adequate access to EV charging infrastructure, promoting safe, accessible, and equitable charging.



Rural Area Charging and Fueling Solutions			
Delaware County			
County Overview: The county's strategic location, skilled workforce, and business-environment attracts diverse industries, fostering economic growth and innovation. **Locations Equity Needs:** Delaware County has one identified disadvantaged census tract, and no sustainable charging stations within the City of Delaware. The locations of this new charging and fueling infrastructure will both support this disadvantaged community and provide safer EV charging locations.			
Ohio Health - Delaware	*L2 Ports*	*6*	*5% Population below poverty line*

Fairfield County			
County Overview: Fairfield County has many assets such as its quick growing population, state of the art workforce development center, and many successful private businesses. **Locations Equity Needs:** Fairfield County has two disadvantaged census tracts, both located in the City of Lancaster. To further this, U.S. Route 33 intersects the County and provides quick transportation to places of employment. Providing sustainable charging to this community will assist a diversity of employees.			
OhioHealth - Canal Winchester	*L2 Ports*	*12*	*9% Population below poverty line*
Fayette County			
County Overview: Fayette County is projected to grow due to many private investments located in and around this County. This growth calls for sustainable charging and fueling infrastructure to be provided safely and accessibly for all users. **Locations Equity Needs:** Fayette County currently has one disadvantaged census tract and no existing alternative energy charging stations. This is alarming as many people travel from and through this county for many private investments. Sustainable charging and fueling infrastructure are needed in this county to leverage these investments.			
Sheetz - Jeffersonville	*DCFC Ports*	*4*	*16% population below poverty line*
Knox County			
County Overview: Located on the border of Central Ohio and Ohio's Amish Country, Knox County is subjected to many transportation needs. Knox County's workforce is also quickly growing which has presented sustainable transportation needs. **Locations Equity Needs:** Although Knox County does not have any disadvantaged census tracts, there is not equitable access to electric vehicle charging. The only charging station in the County is located on Kenyon University's campus, a private institution located in rural Knox County. More sustainable charging infrastructure needs to be implemented in Knox County to ensure equitable access is provided to these utilities.			
Knox County Foundation	*L2 Ports*	*4*	*12% population below poverty line*
City of Mount Vernon - CA&C RR Depot	*L2 Ports*	*4*	
City of Mount Vernon - Riverside Park	*L2 Ports*	*4*	
Licking County			
County Overview: Licking County is home to Intel's newest Semiconductor and Chip Facility; as well as other private industries. Although these developments will provide economic benefits, planning needs to be done to ensure the natural environment throughout Licking County is preserved. Increasing the amount of sustainable charging and fueling infrastructure will be an essential part of this process. **Locations Equity Needs:** Licking County has one sustainable fueling location, and six disadvantaged census tracts. Although their one sustainable fueling location is within an urban area and disadvantaged census tract, this does not support the natural environment throughout Licking County. Many of the private investments occurring throughout the county are located in rural areas. Alternative charging and fueling infrastructure are needed in these rural areas to better protect the environment.			

Giant Eagle - Newark	*DCFC Ports*	*4*	*10% population below poverty line*
Village of Granville - Newark-Granville Rd.	*L2 Ports*	*4*	
Village of Granville - S. Main St.	*L2 Ports*	*4*	
Village of Granville - E. Broadway	*L2 Ports*	*4*	
Logan County			
County Overview: Logan County supports the largest proving grounds in the United States and a state-of-the-art transportation testing facility. Alternative charging and fueling infrastructure are needed to support this innovative transportation research. **Locations Equity Needs:** Logan County has one disadvantaged census tract, located south of the county's largest outdoor recreational asset. This application identifies locations for four sustainable charging locations within this census tract. To further this strategy, this alternative fueling infrastructure will help preserve Logan County's largest outdoor recreational asset.			
City of Bellefontaine - Chillicothe Ave.	*L2 Ports*	*4*	*11% population below poverty line*
City of Bellefontaine - N. Main St.	*L2 Ports*	*4*	
City of Bellefontaine - W. Williams Ave.	*L2 Ports*	*4*	
Village of Russells Point	*L2 Ports*	*4*	
Ohio Department of Natural Resources (ODNR)	*L2 Ports*	*4*	
Madison County			
County Overview: Located in southwest Central Ohio, Madison County has a robust agricultural industry. This county also has significant interstate access as this supports the movement of these agricultural products. Sustainable fueling infrastructure is needed to preserve the agricultural industry throughout the county. **Locations Equity Needs:** Madison County does not hold any disadvantaged census tracts, and no charging and fueling infrastructure. This can be attributed to the successful agricultural industry in this County; as well as the large rural population throughout the County. Sustainable charging and fueling infrastructure are needed in Madison County to preserve this industry and the natural environment.			
Village of Plain City - Village Blvd.	*L2 Ports*	*8*	*9% population below poverty line*
Village of Plain City - E. Bigelow Ave.	*L2 Ports*	*4*	
Marion County			
County Overview: Marion County supports a very diverse workforce. This diversity is derived from the county's investment into technical schools and workforce centers. Alternative charging and fueling infrastructure will support this diversity. **Locations Equity Needs:** Marion County is extremely dependent on transportation. From the movement of freight, cargo, and people, this county supports it all. Marion County has three disadvantaged census tracts, and two available electric vehicles charging stations throughout the county. A broader availability of this infrastructure is needed to support this diverse workforce.			
Marion - United Church Homes	*L2 Ports*	*4*	*14% population below poverty line*

Marion - Pillar Credit Union	*L2 Ports*	*4*	
Marion - Piston Automotive	*L2 Ports*	*4*	
Marion - River Valley Local Schools	*L2 Ports*	*4*	
OhioHealth - Barks Rd.	*L2 Ports*	*4*	
OhioHealth - Delaware Ave.	*L2 Ports*	*4*	
Union County			
County Overview: Union County has been at the helm of Smart Transportation technology implementation, with support from community partners like Honda, who operate a major manufacturing facility in the area. By integrating sustainable charging and fueling infrastructure, Union County can capitalize on its existing Smart Transportation investments, thus further enhancing its forward-thinking approach to mobility. **Locations Equity Needs**: With mobility gaps in the Northwest part of the region, expanding charging infrastructure in Union County will help provide a thoughtful region-wide connection to the charging network.			
City of Marysville	*L2 Ports*	*4*	*5% population below poverty line*
Perry County			
County Overview: Perry County is a recovering coal community located in both Central Ohio and Appalachia. Many conservation efforts have been deployed to save the remaining natural environment located throughout this county, such as making the former mining areas public lands. To further this, much of Perry County's workforce leaves the county for employment. Increased sustainable charging and fueling infrastructure throughout the county will aid in preserving the rehabilitated natural environment and provide more equitable access to this resource for the workforce population that leaves the county. **Locations Equity Needs:** Perry County has one disadvantaged census tract, and one available electric vehicle charging station.			
Village of Somerset	*L2 Ports*	*4*	*17% population below poverty line*
Pickaway County			
County Overview: Pickaway County holds Foreign-Trade Zone 138 (FTZ-138), which provides many jobs to the region. These jobs largely fall into the warehousing industry as international cargo is shipped here daily. This county needs wider access to sustainable charging and fueling infrastructure to support this workforce. **Locations Equity Needs:** Pickaway County does not provide any sustainable charging and fueling infrastructure and has one disadvantaged census tract. Many people travel around or throughout Pickaway County to access jobs supporting Rickenbacker International Airport. This county needs more access to sustainable charging and fueling infrastructure to support this workforce.			
OhioHealth - Circleville	*L2 Ports*	*4*	*14% population below poverty line*

With lower cost EV options becoming available and the used EV car market growing, this project's diversification of charging locations and focus on providing access to underserved communities in Central Ohio will help the region promote equitable access to the benefits of transportation electrification. By prioritizing accessibility and filling EV charging infrastructure gaps in Central Ohio urban and rural underserved communities,

this initiative is poised to broaden access to EVs and create a more complete and connected EV charging infrastructure system along key regional corridors.

D. Traffic Safety and EV Charging Safety Considerations

Every year around 100 individuals lose their lives in crashes on Central Ohio's roadways, and another 800 people suffer serious life changing injuries. MORPC and its regional public agency members and project partners are committed to improving traffic safety in Central Ohio. MORPC is actively working with state and local partners to address the safety concerns of our region's roadways to save lives and improve the overall quality of life for all Central Ohio residents and visitors.

MORPC Regional Traffic Safety Resources	
Resource	**Description**
Central Ohio High Injury Network	The Central Ohio High Injury Network (HIN) includes those high injury corridors within MORPC's MPO area where multiple fatal or serious injury crashes occurred along continuous, or mostly continuous, stretches of the identified roadways. This HIN is used to highlight the priority corridors for safety improvements throughout the region and helps to prioritize where safety funding is invested.
Central Ohio Transportation Safety Plan	The Central Ohio Transportation Safety Plan (COTSP) is a comprehensive safety plan for the region that identifies the most significant causes of serious injuries and fatalities on the local roadway system. The plan establishes a series of goals and benchmarks for safety improvements, identifies existing trends and critical safety priorities, and sets up a framework for how collaboration can improve safety throughout the region.
State of Safety Reports	State of Safety reports have been updated to provide a quick highlight of the current state of transportation safety in Central Ohio. This report is produced on an annual basis using crash data from the most recent five years to track the region's progress toward established goals and targets related to transportation safety. Those goals and targets have been adopted in the region's Metropolitan Transportation Plan (MTP) and reiterated in the COTSP.
Local Safety Initiative	The Local Safety Initiative is a state-funded program that allows MORPC to provide direct technical assistance to local agencies on transportation safety planning and project development. This includes facilitating road safety audits, funding safety studies, and implementing systematic safety improvements – all in an effort to reduce crashes on local roads.
Draft Local Resolutions, Ordinances, and Policies	MORPC provides its member public agencies 1) Sample Resolutions including September Safe Driving Awareness Month; 2) Sample Ordinances including Distracted Driving and Hands-

	Free Ordinances; and 3) Complete Streets Policy Template, as well as other free educational resources.

The MORE EVS Project incorporates traffic safety, electrical safety, and fire safety considerations into project site design in the following strategic ways:

1) The selection of project partners committed to project safety standards;
2) The identification of project locations with safety specifications as factors;
3) EV charging station site design meeting safety requirements; and
4) EV charging station operation and maintenance meeting safety requirements.

The MORE EVS Project will incorporate safety requirements for all inherent risks related to both EV charging station site design and charging station operations. Power levels used to charge electric vehicles bring about particular shock hazards and fire hazards not before experienced with internal combustion engine vehicles. Cyberattacks or data theft are also a risk with technology that communicates with interconnected networks and transmits sensitive data.

Consequently, MORPC will incorporate the following safety considerations into site design requirements and contractual terms and conditions with each sub project and partner organization awarded funding through MORE EVS.

Site Safety

At a minimum, charging equipment must be installed meeting the following site safety requirements:

- **Traffic Control/Parking:** Ingress/Egress considerations must be made for each site. EV Parking spaces must be adequately signed, and spaces striped to ensure that parking is reserved only for electric vehicle charging. As future uses for EV's will include vehicles that tow trailers, consider design that allows for pull through or trailer staging areas.
- **Lighting:** Reference the AASHTO Lighting Design Guide. LED lighting shall be implemented, adequately placed and/or shielded as needed to avoid environmental issues.
- **Accessibility:** EV spaces must be made accessible as required by ADA per Electric Vehicle Charging Stations (access-board.gov). At least one charger for every 25 at a site must be ADA accessible, including:
  - ***Accessible mobility features***
    - a vehicle charging space at least 11 feet wide and 20 feet long
    - adjoining access aisle at least 5 feet wide
    - clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
    - accessible operable parts, including on the charger and connector
  - ***Accessible routes***
    - Must be connected to an accessible route (§206.2.2; §402)
  - ***Accessible communication features***

- Enable EV chargers to be used by people who are deaf or hard of hearing, little people, and other people with disabilities who do not need accessible mobility features
- **Damage Prevention:** As chargers can be out of service if cords are driven over, or other damage occurs, design must include for equipment protection such as curbs, bollards, retractable cords, and vandal proof chargers

Fire and Electrical Safety

At a minimum, charging equipment must be installed per the latest National Electric Code and National Fire Protection Association standards, and all state and local codes met. Fire prevention and safety standards will be met according to industry best practices including but not limited to the following:

- Equipment shall have a Charge Circuit Interrupting Device (CCID) or Ground Fault Circuit Interrupter (GFCI), over-current protection rated for the application, and outdoor-rated enclosure (NEMA 3R or greater).
- Rather than wall-mounted (unit-strut) applications, for safety, constructability and aesthetics use commercial pedestals to house equipment including the meter, distribution panel, potential transformers, current transformers, etc.
- Implement a means for fire department to disconnect power to equipment during an emergency.
- Construction and placement of hydrants, standpipe systems, and other means to extinguish a fire event shall adhere to all local building codes and NFPA standards.
- Matters involving need for police, fire, and emergency medical services shall be directed to 911 operators. Ensure local Emergency Responders are familiar with EV related hazards.

Cybersecurity

As third-party contractors will be involved, they will be made responsible for cybersecurity as it relates to 1) protection of the equipment and vehicles from viruses and 2) private citizen data and credit card information. Following are measures that will be taken to mitigate these risks:

- Security measures taken should exceed published PCI-DSS information security standards and software updates must be made in a timely manner to prevent a breach of cardholder data.
- In case of any data security breach, owner operator must immediately begin actions to mitigate adverse circumstances.
- Ensure data information encryption implements the National Institute of Standards and Technology (NIST) guidelines.
- Implement a Cybersecurity Plan documenting risks and mitigation strategies
- Implement third party audits.

More information on the traffic safety considerations and requirements included in the MORE EVS project can be found in **Section III.D** describing safety below. More information on MORPC administrative processes and project procurement and implementation work is discussed in **Section VI** below.

E. Project Expands Equitable Community Infrastructure & Fills Access Gaps

The Region has dedicated the last several years to preparing cities and communities for widespread EV charging infrastructure adoption and deployment through education, research analysis, and mapping. MORPC, the City of Columbus, and Smart Columbus invested in analyses that together identify where charging is most needed in both the city proper and the outer-most rural areas of the region. In anticipation of the CFI funding opportunity, MORPC and its partners are dedicated to further assessing and addressing the regional need for EV charging station infrastructure in Central Ohio through their diverse working group, ongoing community dialogue, collaborative brainstorming and active listening in public workshops, utility coordination, research, and surveys to gather community stakeholder input.

MORPC, in partnership with Smart Columbus and community stakeholders, worked through this collaborative process to identify electrification charging infrastructure gaps in the region and select project partners and locations that best meet the region's needs, vision, and goals. The MORE EVS project partners and locations were selected as a result of the processes outlined further in the table below.

MORPC Process for Assessing and Addressing the Regional Need for EVSE	
Process	**Description**
Literature and Best Practices Review	MORPC, City of Columbus, and Smart Columbus began a literature review of available guidance and tools to incorporate best practices, timely data, and leading analysis tools into its process. This including reviewing the National Blueprint for Transportation Decarbonization, USDOT resources such as the Rural and Urban EV toolkits, Joint Office of Energy and Transportation guidance on the NEVI program and its final rules, and US DOE tools and reports. These resources informed and guided the processes to engage with partners and develop the projects outlined below.
Development of a diverse working group	MORPC gathered a key group of business leaders and industry experts to convene weekly to develop and plan for its collaborative application for funding. The working group met weekly to discuss strategy and overall application approach and consisted of representation from both the private and public sectors, for profit and non-profit organizations, utilities, industry experts and city leaders. The working group worked through proactive problem solving to understand how to achieve CFI program outcomes; research and analysis of past electrification studies to benchmark progress to-date; and assigning tasks to working group leaders to conduct necessary education efforts to engage the whole region.
Collaborative brainstorming and active listening in a	Smart Columbus, an active member of the project working group, hosted a public meeting at its HQ in Columbus, Ohio. The event was a hybrid (in-person and virtual) meeting designed to allow for more counties and cities on the outer edge of the region to still participate

public workshop	in the interactive afternoon of collaboration. The workshop was successful in bringing together the voice of the full region, with representation from nearly every county in MORPC's 15-county territory. The workshop provided an in-depth overview of the CFI program, a structured review of MORPC's vision and approach for the project, and a Q&A that allowed for interactive participation from both in-person and virtual attendees.
Utility Coordination	American Electric Power Ohio is a subsidiary of American Electric Power (AEP), one of the largest electric utility companies in the United States. AEP Ohio serves as the primary electric utility for customers in the state of Ohio and supplies electricity to over 1.5 million customers in the central, southern, and eastern parts of the state. AEP Ohio has been an active member of the working group and has provided valuable insights into market trends, customer interest in electrification and has committed to supporting regional customers in the deployment of EVSE from the utility perspective. AEP Ohio has committed to partnering with residential customers along with a 40% cost coverage of needed utility upgrades to bring power to EVSE in its service territory.
Regional Research	The working group also included participants from HNTB, one of the largest infrastructure consulting firms in the country. HNTB, the leading firm behind the Smart Cities Challenge, and NEVI consultant to ODOT and ten other state DOTs, provided research, data, and analyses for the working group team throughout the collaborative process. Their subject matter experts mapped underserved areas and EV charging gaps in the region while providing recommendations for the effective and efficient deployment of EVSE region-wide. HNTB also coordinated with ODOT and DriveOhio to map existing NEVI implementation gap areas, as to ensure a complementary Regional EV infrastructure deployment approach.
Community Stakeholder Surveys	Over the two-month project development application assembly process, MORPC issued two surveys to assess community interest and engagement around EVSE in the region, receiving input from 55 unique organizations proposing 92 specific projects. The intent of the survey was to serve as a systematic and structured method of gathering information, enabling MORPC and its working group team to make data-driven decisions, understand target populations, and gain insights into various aspects of interest. Surveys were sent to all MORPC members in both urban and rural communities, Smart Columbus contacts, and members of the private sector where data was collected on potential site hosts including gathering information on the level of charger desired and number of ports. Surveys also required potential site hosts to provide a compelling rationale for how charging at their site will support the vision of the program.

The process described above has aided MORPC in developing a more comprehensive and accurate understanding of region-wide needs for a network of charging infrastructure,

co-created with community stakeholders. This power of collaboration is demonstrated by the breadth of commitments we have from diverse site hosts across the region which include public transportation, municipal governments, national private sector companies, local businesses, non-profit healthcare providers, and anchor institutions such as libraries and park systems. Behind this effort is strong support from our largest utility service, AEP Ohio, and central organizing vehicle, Smart Columbus.

F. Spending of Funds (% and responsible entity), including:

The federal share of funding requested, and the proposed non-federal matching costs are detailed for each project partner. The funds will be allocated towards costs for project planning and development, Right of Way (ROW) Acquisition, installation, Operations and Maintenance (O&M), public education, and other necessary expenses.

Cost Category	Cost Description		Federal Funding		Cost-Share / Match		
	Equipment		Federal Request ($)	Federal Request (%)	Cost-Share / Match ($)	Cost-Share / Match (%)	Cost-Share / Match Source
Administration Lead (MORPC)			$1,000,000	100%	$0	0%	N/A
Outreach & Education (Smart Columbus)			$750,000	100%	$0	0%	N/A
Technical Support Partners			$1,165,532	100%	$0	0%	N/A
Workforce Development			$300,000	0%	$0	0%	0
EVSE Deployment Partners	PORTS						
	Level 2	DCFC					
Underserved Rural Partners	110	8	$2,211,368	68%	$1,034,995	32%	Non-Federal Public and Private Funding
Underserved Urban Partners	196	30	$5,038,100	59%	$3,468,900	41%	Non-Federal Public and Private Funding
Mobility Hub Partners	28	34	$4,535,000	65%	$2,415,000	35%	Non-Federal Public and Private Funding
Total	334	72	$15,000,000	68%	$6,918,895	32%	
Total Project Cost (Federal + Cost Share)							
$21,918,895							

- **MORE EVS Federal Share:** Federal funds will be allocated and utilized to cover eligible project costs. These funds have been specifically designated and earmarked for the purpose of supporting the project's objectives and addressing its associated expenses. The eligible project costs will include administrative work, outreach and education, technical assistance, workforce development, EVSE equipment, EVSE installation, and O&M directly related to the project's implementation and success. The utilization of federal funds for eligible project costs is subject to compliance with all Federal guidelines and regulations set forth by the USDOT and FHWA
- **MORE EVS Non-Federal Match:** The cost share funding for the project will be provided by public and private non-federal sources. In addition to the federal funds

allocated for the project, a portion of the project costs will be covered by contributions from private entities or organizations. These non-federal sources, which may include private businesses, third-party owners and operators, vendors, or individuals, have committed to providing financial support to supplement the federal funding. The cost share funding from these private sources demonstrates a collaborative effort and shared investment in the project's success.

Additional details on each category of the budget, including how funding is allocated and more description and justification of its uses are found in the following table.

Budget Use Categories, Description, and Justification | MORE EVS Project		
Category	**Total Cost**	**Description & Justification**
Project Planning & Development		
Administration	$1,000,000	MORPC, as the lead applicant, will serve as lead on all administration components of the project. MORPC's administration includes a dedicated percentage of staff time for the Director of Planning, Project Manager, Project Director, Planner(s), Legal, and Finance teams. MORPC will manage all contracting, invoicing, and Federal reporting.
Outreach & Education	$750,000	MORPC will lead a comprehensive outreach and education strategy with critical community partnership by engaging diverse communities through targeted outreach strategies and will implement educational initiatives to raise awareness, knowledge, and understanding around EVSE in the region. MORPC and its partners will conduct workshops, create informational materials, and collaborate with key stakeholders.
Technical Assistance	$1,165,532	A technical assistance team will be selected through a competitive procurement process and will provide expert guidance, support, and resources including, but not limited to, support around achieving Federal compliance requirements. Technical assistance partners will help MORPC navigate challenges, optimize implementation, and enhance outcomes.
Workforce Development	$300,000	MORPC's strategic workforce development partners will develop a workforce development strategy that identifies skill gaps, assesses needs, and designs targeted training programs. The strategy will allow for collaboration with industry partners, educational institutions, and community organizations. Strategies around mentorships, apprenticeships, and job placement support will be considered and evaluated. The strategy will evaluate outcomes to ensure results.

ROW Acquisition	$0	No right-of-way costs or acquisition costs are anticipated for this project, as the project partners already possess ownership of the project sites.
EVSE Equipment	$11,222,018	EVSE equipment for the project consists of both Level 2 and DCFC charging equipment. The project cost for EVSE equipment will be utilized to provide 406 EVSE charging ports in the region. Equipment vendors selected through a competitive procurement process that aligns and adheres to Federal guidelines and requirements.
EVSE Installation	$5,611,009	EVSE installation will include associated installation costs for 406 EVSE ports in the region. Installation for each site will include site assessment, necessary infrastructure upgrades, obtaining permits, compliance assurance, integration with utility systems, signage, payment systems, and maintenance.
Operations & Maintenance (O&M)	$1,870,336	The project's O&M costs will include regular inspections, troubleshooting, software updates, cleaning, repairs, assurance of a reliable power supply, network management, and safety compliance. Project funding will be utilized to support the required 5-years of reporting requirements under the CFI program.

G. Additional Project Details: MORE EVS Education & Outreach

The MORE EVS Project will build off proven strategies for growing the EV ecosystem in coordination with infrastructure deployment. Central Ohio will leverage its robust regional partner network and its strength and expertise in EV education to (1) Increase the awareness and usage of charging infrastructure, and (2) build local support for investment in EV infrastructure now and in the future.

Resident Engagement and Educational activities will focus on growing the EV market throughout Central Ohio with three tried and true strategies, the Electrified Dealership Program, the Ride and Drive Roadshow, and EV Charging Education. These strategies will be deployed for this program with a heightened emphasis on underserved communities and addressing range anxiety as well as correcting misinformation about charging feasibility.

Through the Paul G Allen Family Foundation's Electrification Grant program, from 2017 – 2020, Smart Columbus reached 18.6 million residents and stakeholders through its outreach and education efforts. These efforts mobilized a market of early adopter EV consumers and dealers who contributed to growing EV ownership by 500%. Unfortunately, these efforts primarily got Columbus caught up with other EV markets building out the foundations of the EV market. The next chapter of the collaborative

Smart Columbus effort in promoting transportation electrification is to holistically build out the EV ecosystem with equitable deployment of charging infrastructure and in preparation for mainstream adoption of EVs.

Based on performance indicators of prior efforts, there are three main strategies that can be executed cost-effectively and that have the greatest impact on educating both consumers and dealers on EV charging availability to increase EV adoption among consumers.

Education and Outreach Initiatives | MORE EVS Project	
Initiative	**Description**
Electrified Dealership Program	Building on the success of the Smart Columbus Electrified Dealer Program, which certified 35 dealers across the region ensuring effective EV consumer experience, a renewed Electrified Dealer Program will allow Smart Columbus and project partner staff to bring the latest educational content and training to dealer sales staff. Updated training will focus on both new and pre-existing sales staff, with a key focus on empowering staff to be knowledgeably conversive with consumers about EVs.
Ride and Drive Roadshow	The original Smart Columbus Ride and Drive Roadshow delivered over 11,000 test drive experiences from 2018 - 2019, the most ever for EV ride and drive programming, which showed the impact of a behind-the-wheel experience to informing consumers on EV. This educational activity stopped during the pandemic and Ride and Drive events have not resumed in our community. We propose reviving this activity through the CFI grant with a focus on the underserved areas of this project and featuring refreshed educational materials highlighting the increased diversity of models, available Federal financing, and expanded infrastructure investment that would come with this grant. Ride and Drives for this program will be planned around charging site openings to build support and awareness for the investment while also increasing consideration among area customers to go electric.
EV Charging Education	With the expansion of charging location, ever-evolving charging technology, and driver access policies, Smart Columbus will equip grassroots organizations and regional organizations with plug-and-play communication tools and programming to accurately communicate EV charging capabilities and availability in the region. This will be done through interactive map visualizations, hands-on learning experiences at the Smart Columbus Experience Center, and a collateral bank that other organizations can adapt for themselves. Charging educational content will not only entail awareness and information on at-home charging, including availability of utility time of use rates,

	but public charging station utilization as well (e.g., DCFC along highways, L2 within community, etc.). This level of educational programming will work to close a critical knowledge gap that can be often overlooked by dealers in the sales process, ensuring EV owners are aware and informed of at-home and public charging.

Educational Programming will be deployed through engagements with local governments, education institutions, large and small employers, non-profit organizations, dealers, Original Equipment Manufacturers (OEMs), and residents – all of which will prove essential to the success of educational programming. These diverse relationships have been nurtured over the years through Smart Columbus' proven success in stakeholder outreach related to EV adoption. The network will grow and deepen in partnership with MORPC who brings strong rural and local government relationships across Central Ohio, as well as with the City of Columbus whose Department of Neighborhoods is embedded in the underserved, Justice40 areas.

To expedite program implementation, MORPC, Smart Columbus, and its core team of project partners will create an Implementation Plan within the first month of contract execution, utilizing insight and off-the-shelf resources from similar campaigns and programming to ensure speedy and timely delivery. Finalization of the Implementation Plan will incorporate direct feedback from MORPC, Smart Columbus, and partners, ensuring the program plan is best prescribed for the Central Ohio region. Core elements of the Implementation Plan will include:

Education and Outreach Implementation Activities | MORE EVS Project	
Activity	**Description**
Dealership and OEM Engagement	Close and frequent relationships with dealers empowers and prepares sales staff to be adequately trained in meeting consumer needs during the EV buying process. The MORE EVS will go above and beyond the call for dealership engagement, incorporating Electrified Dealership Program content that will teach sales staff and identify Group Buy opportunities.
Marketing and Advertising	Proper activation of the community can build awareness around MORE EVS Project charging station locations and EV education resources, utilizing ready-made and custom-designed tools from MORPC, Smart Columbus, and key project partners.
Community Engagement	Engagement will be designed to activate core community partners to drive MORE EVS Project charging station locations and EV educational awareness and success with county residents.

H. Additional Project Details: MORE EVS Workforce Development

Workforce Development is a critical factor in the growth and smooth transition to an electrified transportation sector. The EV industry has multiple segments, each with their own specific work workforce development needs. These include:

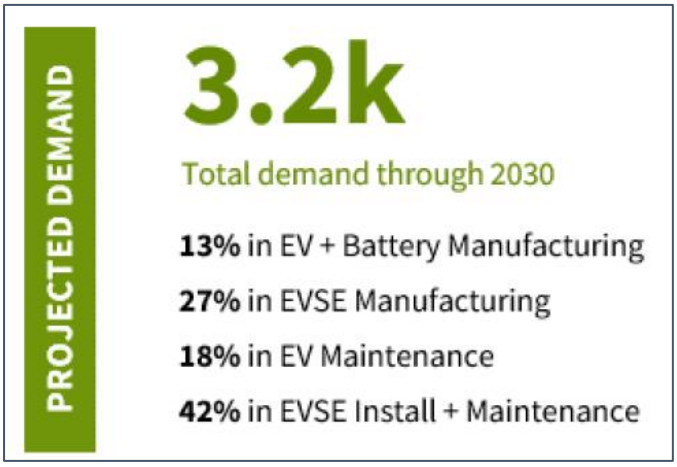
1. **EV Supply Chain, Manufacturing, and Assembly:** As the demand for EVs increases, there will be a need for a workforce skilled in manufacturing EVs and their components. This includes the vehicles themselves, the batteries and any charging infrastructure.
2. **Electric Vehicle Maintenance:** The operation of EVs and the maintenance of the charging infrastructure requires specific skills. This includes understanding the technology behind EVs and the charging infrastructure, as well as the ability to troubleshoot and resolve issues.
3. **EV Infrastructure Installation, Operation, and Maintenance:** The deployment of EVs requires a robust charging infrastructure. This includes the installation, operation, and maintenance of charging stations. A workforce skilled in these areas is essential.

Ohio EV Workforce Projections: According to the Ohio Governor's Office of Workforce Transformation report titled "Supercharging our EV Workforce | A roadmap for Unlocking the Future of Advanced Manufacturing," Ohio anticipates more than 25,000 new EV workforce jobs will be created statewide by 2030. This near 30% increase from the current automotive manufacturing sector workforce will come through a combination of EV manufacturing and maintenance, battery development, and charging station installation and operations.

Central Ohio EV Workforce Projections: The Ohio Governor's Office of Workforce Transformation reports that Central Ohio accounts for 16% of statewide EV workforce demand. The "Supercharging our EV Workforce" study projects that immediate job growth will occur in the EV and battery manufacturing sector, but EV charging infrastructure installation and maintenance will become the largest source of job creation, highlighting a need for apprentice-level electricians and electrical technicians.

Central Ohio EV Credentialed Workers: The "Supercharging our EV Workforce" study projects that 3,700 EV-qualified individuals are projected to come out of Central Ohio annually from credentials, apprenticeships, and higher ed programs.

- Nearly half of the EV credentialled workforce in the region is projected to come out Ohio State University, through programs like OSU's Center for Automotive Research (CAR) which is a hub for advanced mobility-related education.
- Smaller institutions will also play important roles in supplying EV-trained workers at other certificate levels.



- The National Center for Urban Solutions (NCUS) Tec program provides 50+ high-tech, in-demand credentialed programs, many of which are EV-relevant.
- Columbus State Community College also has an electro-mechanical engineering technology degree that places students in advanced manufacturing roles.

The "Supercharging our EV Workforce" study concludes that "training programs and awareness efforts should be accelerated to match the expanding demand across advanced manufacturing industries in the region."

Central Ohio's Diverse Workforce: Ohio is home to over 528k immigrants[3] and Columbus is the top metro area in Ohio with immigrant population (7.5%).[4] Columbus has the second-largest Somali community in the U.S., with about 45k Somali immigrants living in the area.[5] As Central Ohio looks to alternative talent pools, immigrants will be key to building up the EV workforce, especially because of Ohio's immigrant populations' historically influential role in the software development and technology fields.

MORE EVS Workforce Development Program: Central Ohio also has a strong presence of employers in the EV space that can help drive workforce development across the region. These include Workhorse, ChargePoint, Honda, and LG Energy Solution. While partnerships exist at the state level to address manufacturing, and specific original equipment manufacturers (OEMs) like Ford and General Motors offer training to service technicians, the region still has a gap to be filled in the training of EV charging focused electrical technicians, especially those in underserved communities and from underrepresented groups in the EV infrastructure sector such as women and people of color.

The MORE EVS Workforce Development Program seeks to convene the key regional players active in workforce development and on the ground currently serving underrepresented communities to develop and implement the following programs.

Workforce Development Program| MORE EVS Project	
Activity	**Description**
Convene a Regional Advisory Council on EV Workforce Needs	• The MORE EVS Project will recruit and establish a Regional Advisory Council on EV Workforce. Recruitment of members for this council will seek to include representatives from: ○ Higher education programs like OSU's CAR, Columbus State, NCUS, and other accredited vocational institutions. ○ Certificate and Credential Programs such as pre-apprentice and apprentice programs ○ Electric Trades representatives, like the central Electric Trades Center, IBEW, PowerConnect, ChargerHelp, and electrical contractors

[3] The American Immigration Council (2019), "Immigrants in Ohio."
[4] National Immigration Forum (2019), "Immigrants in Ohio."
[5] he Somali Community Association of Ohio (2023), "About SCAO."

	○ Regional OEMs like HONDA and Intel ○ Other community-based organizations like IMPACT Community Action, the Columbus Urban League, and Sustainable Columbus ○ And regional stakeholders like AEP Ohio, County Job boards, and other stakeholders related to EV workforce development • This group will advise on strategy and assist the project in creating a regional EV workforce development playbook.
Attract Underrepresented Populations to the EV Industry / Electric Trades	• The MORE EVS Project will recruit partners like IMPACT, Columbus Urban League, PowerConnect, and ChargerHelp through an open and fair procurement process to assist in conducting region-wide outreach to underrepresented populations. • Partners will receive grant funding to perform outreach to and collaborate with local high schools, community-based training programs and pre-apprenticeship programs in distressed and underserved communities, connecting community members with information on EV job opportunities.
Offer Needs Based EV Industry / Electric Trades Tuition Assistance	• The MORE EVS Project will develop and administer a pilot scholarship program to provide tuition assistance through for underrepresented community members in the electric trades industry with a focus on EV infrastructure installation and maintenance qualifications. • The Pilot Scholarship Program will focus on providing tuition assistance to community members on an income qualifying needs basis, with a focus on women, people of color, and others that are underrepresented in EV infrastructure jobs. • Qualifying programs will include pre-apprentice and apprenticeship programs, the EVITP program, as well as qualifying vocational training center certificate programs and community college degrees, as long as the credentials will qualify individuals to work on EV Infrastructure jobs. • The Regional Advisory Council on Workforce Development will provide guidance and support in the creation and administration of this program.
Offer a Needs Based Funding Program for EV Infrastructure Training Programs	• The MORE EVS Project will develop and administer a pilot funding program to assist with the purchase of qualified curriculum or the training of qualified instructors to administer training for eligible EV Infrastructure programs. • Qualifying programs will include pre-apprentice and apprenticeship programs, the EVITP program, as well as qualifying vocational training center certificate programs and

	community college degrees, if the credentials will qualify individuals to work on EV Infrastructure jobs. • The Regional Advisory Council on Workforce Development will provide guidance and support in the creation and administration of this program.

IV. Budget Information: Grant Funds, Sources, and Uses

The project is seeking 68% of the funding from the CFI Program, with the remaining 32% coming from matching funds. The matching funds will be sourced from project partners and other non-federal sources. A detailed breakdown for all project expenses, by cost category can be found above in **Section III.F**. and see budget appendix.

V. Project Merit Criteria

The project aligns with the merit criteria of the CFI Program as described in the following:

A. Safety: Project prioritizes safety in the design and operation of the EV charging stations.

Importance of Safety: Safety is at the heart of the MORE EVS Project. We understand that it's critical to keep safety at the forefront when introducing new high-power charging infrastructure. That's why we've taken a proactive approach to identify and mitigate any significant safety risks that could arise from project design, through installation, as well as operations and maintenance. Our commitment to safety begins with the strategic selection of EV charging station locations. These locations are chosen not only for their potential to serve many people equitably, but also for their suitability from a public safety perspective.

Proactive Safety by Design: If awarded funding, our process will require that each project sub partner sign a contract covering the safety terms, conditions, and minimum requirements that must be followed at each stage of the project. As detailed in **Section III.D**, these requirements will cover the NEVI Minimum Standards and Requirements as well as best practices (such as a remote emergency shut-off) learned by regional partners through the implementation of the Smart Columbus Electrification Program. These charging stations will be designed and deployed to be user-friendly, minimizing the risk of misuse that could lead to safety incidents. Furthermore, safety is prioritized in the operations and maintenance of each location, ensuring that the installation of charging stations does not interfere with pedestrian or vehicular traffic flow or create any new safety hazards, as well has minimum requirements and safety best practice features focused on physical, fire, and cybersecurity safety.

In line with the National Roadway Safety Strategy (NRSS47), our project supports the goal of achieving zero roadway deaths through a Safe Systems Approach. We are committed to ensuring that our project does not negatively impact the overall safety of the

traveling public. To this end, we are working closely with local transportation authorities and our project partners to integrate our EV charging infrastructure seamlessly into the existing transportation landscape. In conclusion, the MORE EVS Project will thoughtfully expand EV charging infrastructure in a way that prioritizes safety to support positive infrastructure interactions and confidence in future EV adoption.

Safety Responsiveness | MORE EVS Project	
Project Feature	**Highly Responsive Description**
Provides positive safety benefits for users	This project incorporates Traffic Safety, Physical Safety, Fire Safety, and Cybersecurity safety requirements in sub partner contracts and embeds safety compliance into all project phases from design, to installation, to O&M.
Does not negatively impact safety for all users	MORPC has worked with project partners, ensuring selected sites have no known negative impacts to safety and will continue to the ensure that no project negatively impacts Traffic Safety, Physical Safety, Fire Safety, of Cybersecurity Safety.
Promote safety through design	As detailed in **Section III.D**, this project will require minimum safety design requirements that will follow the FHWA NEVI Minimum Standards and Requirements as well as best practices learned by regional partners through the implementation of the Smart Columbus Electrification Program.

B. Climate Change, Resilience, & Sustainability: The project contributes to climate change mitigation by promoting the use of electric vehicles, which produce zero tailpipe emissions. The project also demonstrates resilience and sustainability by planning for future-proofing the EV charging infrastructure.

MORE EVS Sustainability Focus: At the core of the MORE EVS Project is a commitment to climate change mitigation, resilience, and environmental justice. We understand that the transportation sector is a significant contributor to greenhouse gas (GHG) emissions, so MORPC and its project partners are committed to doing our part to reduce these emissions through the promotion of electric vehicles.

Aligns with National Strategy: This project aligns with the US National Blueprint for Transportation Decarbonization by bringing solutions to the region that are convenient, efficient, and improve community design, as well as projects that are clean by offering access to zero tailpipe emissions modes of transportation.

Significantly Reduces Emissions: According to the US Department of Transportation's AFLEET tool, through the deployment of the specific quantities and types of EV charging infrastructure proposed here, the MORE EVS project will result in significant reductions in GHGs and other direct transportation emissions which negatively impact human health,

including Carbon Monoxide (CO), Nitrogen Oxide (NOx), Particulate Matter (PM10, PM2.5), Volatile Organic Compounds (VOCs), and Sulfur Oxides (SOx).

AFV Fueling Infrastructure	GHGs (short tons)	CO (lb)	NOx (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	SOx (lb)
Level 2 EVSE	1,905.8	20,617.2	563.9	63.0	45.5	1,919.8	8.3
DCFC EVSE	2,241.4	24,247.5	663.1	74.0	53.5	2,257.8	9.7
Fueling Infrastructure Total	4,147.3	44,864.8	1,227.0	137.0	98.9	4,177.6	18.0

Regional Electric Generation Emissions Improving: Our project will significantly reduce greenhouse gas emissions in the transportation sector by making EV charging infrastructure more accessible, thereby encouraging more people to switch to electric vehicles. Notably, according to the US Energy Information Administration (EIA), in 2021, coal fueled 37% of the state's net generation, down from 82% in 2010.

In addition to the overall regional improvements, Clean Energy Columbus has been providing Columbus residents with 100% clean energy since June 2021 after gaining overwhelming voter approval in 2020. Currently, over 184,000 customers are enrolled in the program. Clean Energy Columbus is voluntary, and the program is supplied by 100% clean energy through renewable energy credits. To date the program has used nearly 24 billion kWh of clean energy, the equivalent of over 1.7 million trees growing for 10 years or removing 2.2 million cars from our roads. The program supports the Columbus Climate Action Plan strategy to transition to clean energy sources and helps meet specific targets to reduce emissions and pollution in Columbus.

Given this, supporting the transition to EVs through charging infrastructure will not only reducing tailpipe emissions but also contributing to a reduction in lifecycle greenhouse gas emissions from the project as the regional investor-owned utility, AEP Ohio, municipal utilities, and regional cooperatives are all committed to continuing to bringing increased renewable power sources online.

Embraces Climate Resilience: In terms of resilience, our project incorporates evidence-based climate resilience measures and features. For instance, our EV charging stations are designed to be resilient to extreme weather events, which are expected to become more frequent and severe due to climate change. Our projects are also selected for locations not vulnerable to flooding and will be located only on sites able to receive NEPA environmental clearances to ensure projects have no adverse environmental impacts to air or water quality, wetlands, or endangered species. We are also planning to consider future-proofing elements to ensure the locations can adapt to advancements in technology and changes in demand. One way is by incorporating the “dig once” philosophy into planning and design reviews to maximize opportunities for make-ready elements for future EV installations. Another is to consider synergies with other location-based services like communications and broadband access.

Supports Environmental Justice: Environmental Justice is another key consideration in our project. We are committed to avoiding negative impacts of climate change and pollution on disadvantaged communities, as well as focusing on proactive inclusion of underserved community locations and users. By providing these communities with access to EV charging infrastructure, we are helping to reduce their exposure to air pollution from conventional vehicles. In conclusion, the MORE EVS Project is about expanding EV charging infrastructure in a way that is mindful of the need to address climate change, build resilience, and promote environmental justice. We are committed to meeting and exceeding the expectations set out in the CFI Program, ensuring that our project benefits all community members and contributes to a sustainable transportation future for Central Ohio.

Climate, Resilience, & Sustainability Responsiveness | MORE EVS Project	
Project Feature	**Highly Responsive Description**
Reduces Transportation Emissions	This project is projected to reduce 4,147 tons of GHGs as detailed above and result in significant reductions of CO, NOx, PM, VOC, and SOx emissions.
Addresses Flood Risk Mitigation Standard	Project locations are coordinated through MORPC, the regional MPO as well as with various public sector jurisdiction partners to ensure all sites meet Flood Risk Mitigation Standards
Climate, Resilience, & Environmental Justice Considerations	EV charging stations are designed to be resilient to extreme weather events, which are expected to become more frequent and severe due to climate change. Project locations are selected with an equity focus to address environmental justice by providing access to zero emission vehicle charging to residents of underserved communities.
Avoids Adverse Environmental Impacts	Projects will be located only on sites able to receive NEPA environmental clearances to ensure projects have no adverse environmental impacts to air or water quality, wetlands, or endangered species.

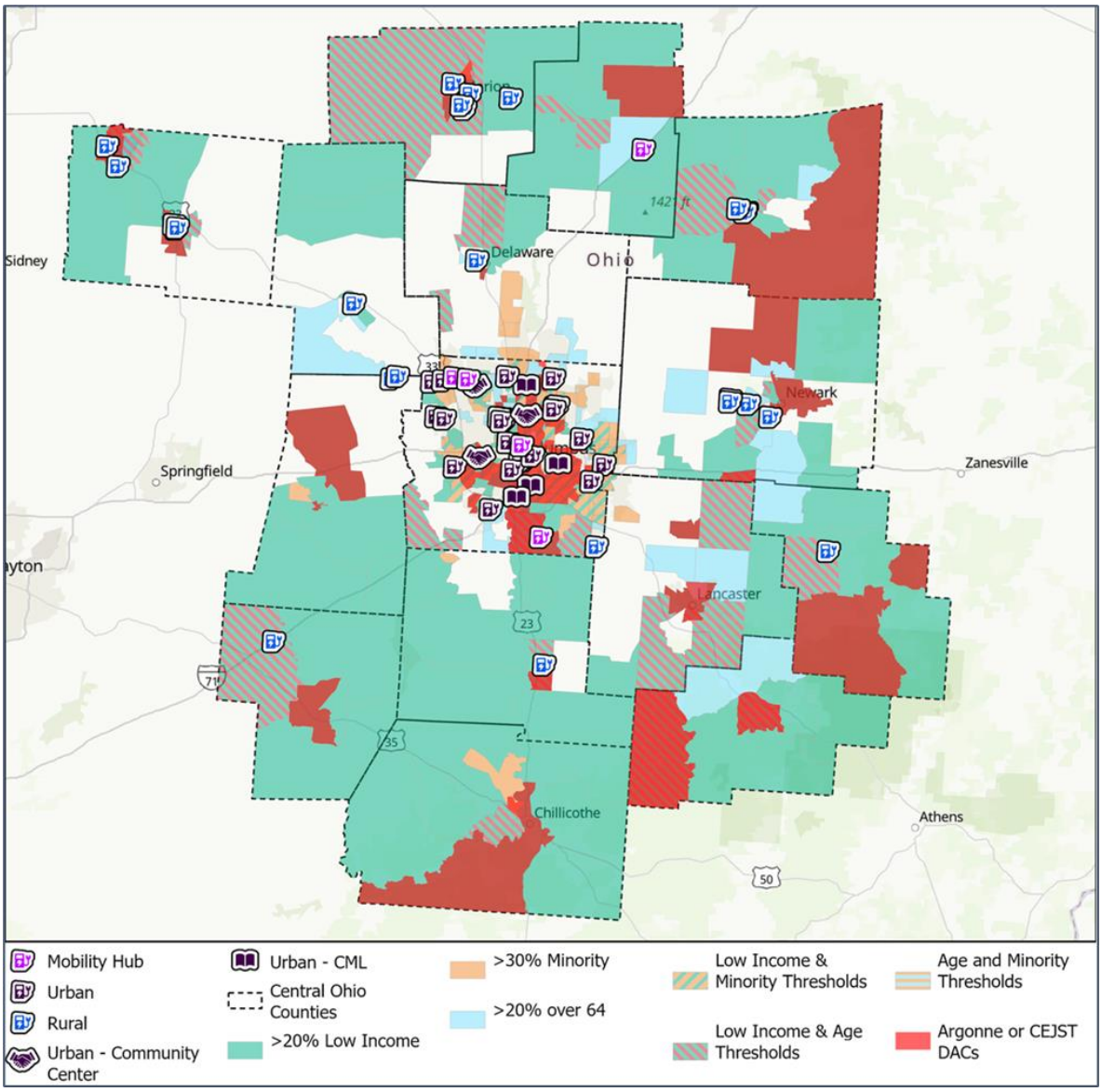
C. Equity, community engagement, & Justice40: The project ensures equitable access to EV charging infrastructure and actively engages the community in the planning and implementation process. The project also aligns with the Justice40 initiative by prioritizing disadvantaged and low-income communities.

Equity Engagement and Input: Meaningful public involvement is another cornerstone of our project. We believe that the people who are most affected by our project should have a say in how it is implemented. That's why during the proposal development process we engaged with community stakeholders, such as municipalities, universities, commercial/private site hosts, non-profit and residential stakeholders, and additional community members. Our community engagement activities yielded input from 55 unique organizations proposing 92 specific projects. By gathering community input, and through numerous follow-up conversations with each stakeholder, our team was then able to

cross reference this feedback with regional priorities and equity metrics as part of a structured process we established to select locations for inclusion in this grant application.

Project Equity Assessment: The MORE EVS Project includes a comprehensive equity assessment, which evaluates whether the project will create or remove transportation-related disparities and create beneficial outcomes for underserved communities. To ensure that our project is targeted towards the communities that need it the most, we have used DOT's Transportation Disadvantaged Census Tracts tool, along with others to conduct the project's equity assessment. Equity assessments have identified the areas in Central Ohio that are most in need of improved access to EV charging infrastructure.

Project Equity Benefits: 84% of the project sites fall within underserved communities, while the remaining 16% serve as major community connection points. The map and table below detail how 84% of the project locations are in underserved communities.



Equity Analysis Results | MORE EVS Project	
Project Feature	**Highly Responsive Description**
Equity Based on Project Funding	89% of the project budget is dedicated to funding EV infrastructure deployments in underserved communities.
Equity Based on EV Charger Locations	84% of the project locations are dedicated to funding EV infrastructure deployments in underserved communities.

Our project is designed to target at least 84 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. This target is not just a number for us; it's a commitment to ensuring that the benefits of our project are felt by the people who need them the most. By making EV charging infrastructure more accessible, we believe there will be an increase in affordable transportation options leading to better-paying job options and improved quality of life.

In addition to the installation of EV charging stations, our project includes ongoing workforce development as well as education and outreach initiatives. These initiatives will be designed in a culturally sensitive manner, with appropriate languages for residents of focus area communities, and be designed to be accessible. The program content will be designed to ensure that the public is well-informed about the benefits of EVs and how to use the charging infrastructure. By educating the public, we aim to increase the adoption of EVs and thereby maximize the benefits of our project.

Equity, Engagement, & Justice40 Responsiveness | MORE EVs Project	
Project Feature	**Highly Responsive Description**
Includes Equity Analysis	The project includes an equity analysis, summarized above, that demonstrates how 84% of project locations and benefits are designed to serve equity needs.
Includes Public Engagement throughout Project Life	This project involved significant public engagement and input in its development and will continue to fund the maximum allowable outreach and engagement activities throughout the life of the project. These initiatives will be designed in a culturally sensitive manner, with appropriate languages for residents of focus area communities, and be designed to be accessible. The program content will be designed to ensure that the public is well-informed about the benefits of EVs and how to use the charging infrastructure
Increases Transportation Options, Affordability, and Access	With lower cost EV options becoming available and the used EV car market growing, this project's diversification of charging locations and focus on providing access to underserved communities in Central Ohio will help the region promote equitable access to the benefits of transportation electrification, including the lower life cycle operating cost of EVs. By prioritizing accessibility and filling EV

	charging infrastructure gaps in Central Ohio urban and rural underserved communities, this initiative is poised to broaden access to EVs and create a more complete and connected EV charging infrastructure system along key regional corridors.
Enables Ease of Multi-Modal Transportation Access	The MORE EVS includes a focus on regional multi-modal mobility hub project locations designed to ensure widespread coverage and accessibility, making EV charging convenient for a larger number of residents, including those who rely on public transportation or do not own a personal vehicle.
Addresses Needs of Rural Communities	Over a third of the project budget is dedicated to locations in the rural counties of central Ohio. This project focuses on filling the region's current EV charging infrastructure gaps and anticipating future EV charging station needs as the market grows and regional connectivity is required for equitable and sustainable outcomes.
Supports Integrated Land Use and Transportation Planning	MORPC is Central Ohio's regional council, designated metropolitan planning organization (MPO) for urban areas, designated Rural Transportation Planning Organization (RTPO) for rural areas, and one of the few agencies in the country to combine all three functions under a single organization. The MORE EVS project directly supports regional needs, plans, and goals. MORPC is focused on creating a complete and connected mobility system along key regional corridors, including high capacity and advanced rapid transit, technology solutions, EV charging infrastructure, and a robust bike and pedestrian network.

D. Workforce Development, Job Quality, & Wealth Creation: The project will create jobs in the region, contributing to workforce development and wealth creation.

Workforce Commitment: MORPC and the MORE EVS Project partners believe that the transition to electric vehicles presents a significant opportunity for job creation in Central Ohio. Through partnerships with local educational institutions and industry, we aim to provide training and job opportunities in the growing field of EV infrastructure installation and maintenance. This not only contributes to the economic development of our region but also ensures that our project creates lasting benefits for our community.

Workforce Development Activities: The MORE EVS Project is committed to creating good-paying jobs and providing workers with a free and fair choice to join a union. The project will establish a Regional Advisory Council on EV Workforce, which will include representatives from higher education programs, certificate and credential programs, electric trades, regional OEMs, community-based organizations, and regional stakeholders. This council will create a regional EV workforce development strategy and advise on the project. MORE EVS will also recruit partners to conduct region-wide outreach to underrepresented populations, connecting community members with information on EV job opportunities.

The project will also develop and administer a pilot scholarship program to provide tuition assistance for underrepresented community members in the electric trades industry with a focus on EV infrastructure installation and maintenance qualifications. This will be done on an income qualifying needs basis, focusing on women, people of color, and others that are underrepresented in EV infrastructure jobs. The project will also develop and administer a pilot funding program to assist with the purchase of qualified curriculum or training qualified instructors to administer training for eligible EV Infrastructure programs.

Direct and Indirect Job Creation: The MORE EVs is expected to support or create regional job opportunities for qualifying workers in the installation and maintenance of 406 EV charging infrastructure deployments directly funded through this program. In addition to the direct job creation through the installation and maintenance of EV charging stations, our project will also create indirect jobs through the increased demand for electric vehicles and the associated infrastructure. These jobs will span a range of industries, from manufacturing to services, and will advance the economic development of our region, contributing to the 25,000 EV related jobs projected by the Ohio Governor's Office of Workforce Transformation to be added to Ohio's economy by 2030.

Workforce, Job Quality, & Wealth Creation | MORE EVS Project	
Project Feature	**Highly Responsive Description**
Creates Good-Paying Jobs & Strong Labor Standards	The MORE EVs is expected to support or create regional job opportunities for qualifying workers in the installation and maintenance of 406 EV charging infrastructure deployments directly funded through this program.
Invests in Equity Focused Workforce Development	The project includes a strong focus on workforce development with targeted outreach to underserved communities. Through partnerships with local educational institutions and industry, we aim to provide training and job opportunities in the growing field of EV infrastructure installation and maintenance.
Promotes Workplace Policies Supporting Underrepresented Populations	As an equal opportunity employer, MORPC fully supports equal opportunity workplace policies for our organization and our members. The MORE EVS project workforce development programs are designed to be inclusive and accessible to all, with a particular focus on women, people of color, and others who are underrepresented in infrastructure jobs. This includes people with disabilities and people with convictions. We are committed to polices promote the entry and retention of these underrepresented populations.
Promotes Labor Inclusive Economic Development	MORPC will require all sub partners funded under the MORE EVS program to competitively procure the equipment and construction services related to each of the EV infrastructure locations in this project. This competitive procurement program will be focused on creating best value determinations that award funding to vendors, with evaluation factors including

	representation of Disadvantaged Business Enterprise (DBE), Women Owned Business Enterprises (WBE), Minority Owned Business Enterprises (MBE), Veteran Owned Business Enterprises (VBE) and other equity-based implementation partners and vendors on qualifying teams.

E. CFI Program Vision – expanding deployment of EV charging: The project aligns with the CFI Program's vision by expanding the deployment of EV charging infrastructure in Central Ohio.

MORPC and the MORE EVS Project partners are deeply committed to equitably expanding the deployment of public EV charging infrastructure in publicly accessible locations for use by the community. We have carefully selected a variety of locations for the installation of EV charging stations, ensuring that they are accessible to as many people as possible. These locations include local businesses, retail centers, municipal and local community sites, intermodal transportation facilities, parking facilities, multimodal hubs, workplaces, commercial districts, tourism destinations, cultural sites, public parks, recreational destinations, and other frequented site host locations in the local community.

Our project also addresses several of the focus areas outlined in Section D.2.i. of the CFI Program. MORE EVS Project is designed to support charging for a variety of electrified transportation modes including personal vehicles, rideshare, transit, and micro-mobility options. The project locations have been strategically chosen with community input to solve for key needs in underserved areas, including solutions for commuting to work, daily needs, healthcare, education, and housing and residential access. The selected project locations offer accessibility and provide sites with safety features while also serving high traffic areas to ensure utilization. The MORE EVS Project proposes to deploy electric vehicle (EV) charging infrastructure across Central Ohio, focusing on three key areas: 1) Mobility Hub Locations for equity and accessibility, 2) Urban Underserved Communities, and 3) Rural Underserved Communities. This project has been designed to create robust outcomes around the CFI Program vision by creating a safe, accessible, equitable, and environmentally sustainable electrified transportation future, with high-quality workforce development programs and good-paying jobs for Central Ohio.

CFI Vision Responsiveness | MORE EVS Project	
Project Feature	**Highly Responsive Description**
Equitably Expands Publicly Accessible EV Charging	The MORE EVS project locations focus on underserved urban and rural communities and include sites at businesses, retail centers, municipal and local community sites, intermodal transportation facilities, parking facilities, multimodal hubs, workplaces, commercial districts, tourism destinations, cultural sites, public parks, and recreational destinations

Connects or Promotes Multi-Modal Hubs and Shared Use EVs	The MORE EVS multi-modal mobility hub project locations are designed to ensure widespread coverage and accessibility, making EV charging convenient for a larger number of residents, including those who rely on public transportation or do not own a personal vehicle.
Provide Convenient Affordable EV Charging to Urban/Suburban Communities	MORPC, in collaboration with regional stakeholders and input from communities, has identified electrification infrastructure gaps in underserved urban and suburban areas of the 15-county region, and selected project locations that provide convenient, affordable EV charging infrastructure access to the residents and motorists of those communities.
Support Multipurpose Use for Rural Area EV Charging Infrastructure	This project focuses on filling the region's current rural EV charging infrastructure gaps and anticipating future EV charging station needs as the market grows and regional connectivity is required for equitable and sustainable outcomes. The rural locations in the MORE EVS project have been selected for their ability to support multipurpose use and many regional users.

VI. Project Readiness & Environmental Risk | MORE EVS

A. Statement of Work

MORPC, as the project prime and lead, is qualified and experienced with delivering complex regional transportation plans and deployment projects for the region. MORPC coordinates, manages, partners on, and disburses more than $70M in federal and state resources annually and has active projects with FHWA, FTA, U.S. EPA, and U.S. EDA. MORPC takes pride in bringing communities of all sizes and interests together to collaborate on best practices and plan for the future of our growing region. The commission provides programs, services, projects, and initiatives—all with the goal of improving the lives of our residents and making Central Ohio stand out on the world stage. For several years MORPC has informally educated and coordinated MPOs statewide in support of EV charging and leads by investing in regional EV charging.

With MORPC's leadership, strong partners, and developed infrastructure siting commitments, the MORE EVS Project is ready for implementation. The following section is designed to provide a detailed statement of work, technical and engineering activity descriptions, and construction details. The statement of work aspects are outlined in the table, chart, and timeline with milestones featured in the sections below.

Statement of Work Activities | MORE EVS Project	
Activity	**Description**
Project Management	The Project Management, Work Plan, and Data Plan activities include project management planning to refine each sub-project's final objectives, scope, and deliverables; identify required resources; establish final timelines; and create an updated roadmap for project execution, data requirements, and Financial

	and Progress Reporting processes. MORPC, as the project lead, will utilize best practices to create a robust financial and progress reporting system, ensuring transparency and accountability. Competitive procurement of vendors will be a feature of the project through a transparent process and ensuring contracting with final vendors is done in a manner that benefits all parties involved while being compliant with federal, state, and local statutes. The project also prioritizes local inclusive economic development and entrepreneurship, including prioritizing the utilization of Disadvantaged Business Enterprise (DBE), Women Owned Business Enterprises (WBE), Minority Owned Business Enterprises (MBE), Veteran Owned Business Enterprises (VBE) and other equity-based implementation partners and vendors.
Planning	This project's planning activities include: 1) Ongoing Equity Impact Analysis to ensure transportation disparities are addressed; 2) Safety and Traffic Analyses to optimize EV charging station design and placement; 3) Community Engagement and Input planning; 4) Regional Mapping by GIS experts for efficient EVSE deployment; 5) Planning for Outreach and Education Activities; 6) Development of Workforce Assessment and Training Plans; and 7) Coordination with Electric Utilities for seamless integration of EV infrastructure.
Deployment & Implementation	The Deployment and Implementation activities of the project include: 1) Installation work involving electrical upgrades, permits, site preparation, construction, and network setup, where safety and user-friendliness is prioritized; 2) Outreach and Education Activities to ensure that the public is well-informed about the benefits of EVs and how to use the EV charging infrastructure; and 3) Workforce Development Activities designed to leverage the robust existing regional partner network and EV education ecosystem for workforce training and employment opportunities;
Replication Playbook	The MORE EVS Project lessons learned, along with best practices on EV charging station installation, will be compiled into a "replication playbook". This playbook will serve as a guide for other regions looking to implement similar projects, ensuring they benefit from our experiences and insights.

The following chart summarizes each of the key tasks described in the statement of work activities table above, breaking down the Task Lead and the supporting partners for each task in the statement of work. As the prime applicant and lead of the MORE EVS project, MOPRC will take lead on all project management activities, including contracting, project administration, financial accounting, data gathering, and reporting. As the region’s MPO, RTPO, and COG, MORPC has a multi-decades long track record of success administering federal project funding in partnership with its regional

members. MORPC will also lead all Planning activities, in coordination with regional support partners. The following chart summarizes each of the statement of work tasks.

		Lead	Strategic Partnerships			
		MORPC	Smart Columbus	Technical Expertise	Outreach & Education	Site Hosts & Implementation
Task ID	Task					
0	Project Management					
0.1	Project Management Plan	✓				
0.2	Project Workplan & Data Management Plan	✓				
0.3	Financial & Progress Reporting	✓				
0.4	Competitive Procurement for Vendors	✓				
0.5	Contracting with Partners and Site Hosts	✓				
1	Planning					
1.1	Justice40 Impact Analysis	✓	✓		✓	
1.2	Safety and Traffic Analysis	✓		✓		
1.3	Community Engagement	✓	✓		✓	
1.4	Regional Mapping	✓		✓		
1.5	Outreach and Education	✓	✓		✓	
1.6	Workforce Development Needs Assessment	✓	✓	✓	✓	
1.7	Utility Coordination	✓	✓	✓		
2	Deployment & Implementation					
2.1	**EVSE Installation**					
2.1.1	Underserved Rural					✓
2.1.2	Underserved Urban					✓
2.1.3	Mobility Hubs					✓
2.2	**Outreach and Education**					
2.2.1	Region-Wide	✓	✓		✓	
2.2.2	Underserved Rural	✓	✓		✓	
2.2.3	Underserved Urban	✓	✓		✓	
2.2.4	Mobility Hubs	✓	✓		✓	
2.3	**Workforce Training**					
2.3.1	Region-Wide	✓	✓	✓		
2.3.2	Underserved Rural	✓	✓	✓		
2.3.3	Underserved Urban	✓	✓	✓		
2.3.4	Mobility Hubs	✓	✓	✓		
3	Replication					
3.1	**Replication Playbook**	✓	✓	✓	✓	✓

Critical Handoffs/Interdependencies: The key MORE EVS sub partners are all trusted partners of MORPC that will each have distinct roles in completing grant related work. Critical handoffs will primarily occur where there is overlapping geographic or stakeholder interactions. MORPC will require monthly progress reporting. Should interdependent tasks or program partners falter, MORPC has a staff of approximately 80 professionals with the capacity to reprioritize and assist partners work towards project completion. MORPC is focused on the comprehensive success of the team and project deliverables.

Project & Financial Management Systems: MORPC operates under numerous accounting and administrative controls existing to assure compliance with federal and state laws, applicable regulations such the U.S. Office of Management & Budget's

Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, the terms and conditions of many contracts, as well as MORPC's own adopted policies and procedures, which are periodically reviewed and updated.

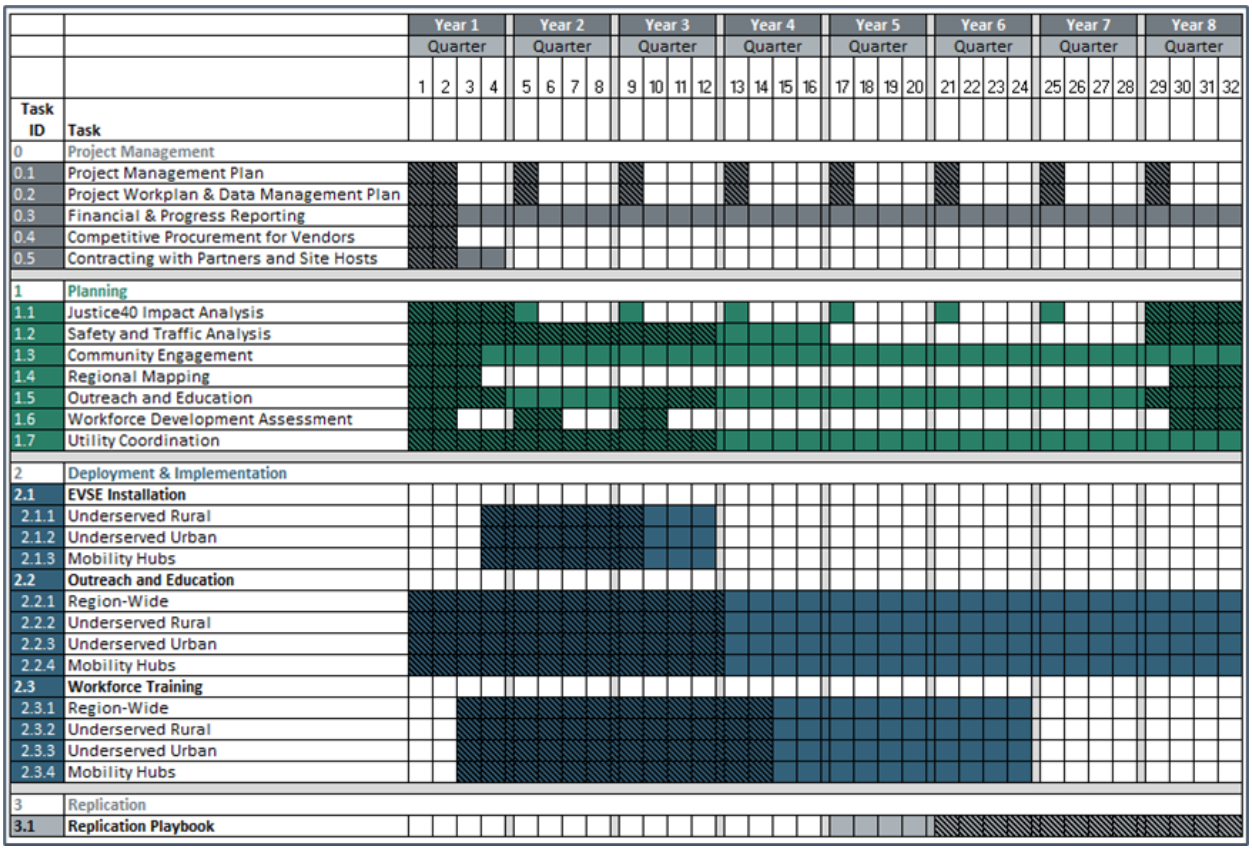
For more than 30 consecutive years, MORPC has received The Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada (GFOA). MORPC also received the Ohio Auditor of State Award with Distinction for financial reporting in 2022 and has received it previously. MORPC's Operating Budget for 2023 is approximately $23.2 million. MORPC received $8,590,996 or 57.9% of its 2022 operating revenue from federal sources, including from USDOT and a variety of other federal agencies.

Contractual Agreements: MORPC will hold the contract with USDOT and serve as project lead. MORPC will contract directly, and maintain relationships with each subrecipient. MORPC has an optimized payment system and will ensure all parties' activities are accounted for, with invoices submited, reviewed, approved and reimbursed.

Integration and Management: MORPC will schedule and lead regular management and intergration meetings with support from the project partners, as well as coordination with wider regional stakeholders and funded subpartners.

B. Project Timeline and Milestone Dates

The following chart presents a structured timeline and key milestones for the Project.



C. Project Deployment Readiness and EV Information

Facilities: This project will leverage a wide variety of existing partner equipment and facilities to ensure project feasibility and success. In addition to MORPC's offices and facilities, the Smart Columbus Experience Center, an experiential education center where Columbus residents and visitors can see, touch, and drive the smart technologies will be utilized during project implementation. Management activities are anticipated to require no equipment or facilities beyond use of MORPC's facility and IT capabilities.

Project Readiness & Environmental Risk | MORE EVS Project	
Initiative	**Description**
Energy Sources and Storage Needs	The project team and all project sub partners will coordinate with all local electrical distribution utilities to facilitate a seamless integration of the EV charging infrastructure into the existing utility and transportation landscape. The project is designed to require each charging station to be connected to the electric grid, ensuring reliability and continuous service to the users.
Assessment of Right of Way (ROW) Acquisition	As project lead, MORPC will follow its standard processes with all project partners to ensure any necessary Right of Way assessments are conducted in accordance with federal, state, and local law. Any ROW acquisition required as a result of the MORE EVS Project will be required to comply with 23 CFR 700 and local laws.
Inclusion of Project in State and Regional Plans	As project lead, as well as designated MPO and RTPO for the 15-county region represented by the MORE EVS Project, MORPC will ensure that all projects are scheduled into the region's Transportation Improvement Plan (TIP) as well as coordinated with Ohio DOT to ensure any relevant projects are incorporated into the Statewide Transportation Improvement Plan (STIP).
Project Approvals	Each sub project is required to coordinate with MORPC for formal requisite notices to proceed, as well as with local jurisdictional authorities for project permitting, zoning, code, and other approvals. In many cases, the local jurisdiction is the project partner.
Coordination and Public Engagement	The project's co-creation approach throughout the project lifecycle includes ongoing community dialogue to support the focus on underserved areas, including rural and urban locations and mobility hubs. This project also includes strong ongoing community engagement and outreach throughout its lifecycle.
DBE Participation	MORPC is committed to ensuring participation of DBE, MBE, and WBE. The project's procurement processes are designed to be transparent and inclusive, prioritizing the utilization of DBE, MBE, and WBE in all aspects of the project.
Equity and Accessibility	In alignment with the MORE EVS Project's commitment to equity and accessibility, the project ensures that the deployment of EV charging stations is accessible to all communities. The locations for these

	stations are strategically chosen to serve both urban and rural underserved communities, as well as mobility hub locations.
23 CFR Part 680 Requirements	This project has support from the Ohio DOT, who is administering NEVI Formula funding in Ohio. The MORE EVS Project is designed to align with NEVI Final Standards and Requirements and complement the ODOT NEVI Formula program by building community-based charging stations in gaps the state is not seeking to fund in the "full build out" phase of NEVI Formula Funding implementation.

Charging procurements and deployments will be led by MORPC, who will create a process to guide all partners with resources, procurement RFP templates, provide compliance approvals, and assist with grant funded technical support for all project partners where needed. The following tables provide more details on the procurement and installation of EV charging infrastructure throughout this project.

EV Charging Procurement & Installation | MORE EVS Project	
Procurement Lead	**Process & Compliance Description**
A. MORPC Led Competitive Procurement Process	**Procurement Type A:** 1. MORPC will publish a Request for Qualifications. This request will solicit bids for qualifying EV charging equipment, qualified electrical contractors for installation, and qualifying vendors for networking, operations, and maintenance of EVSE, 2. Identify eligible vendors based on their qualifications 3. Create Prequalified Vendors List to be used for procurement. MORPC will create a CFI, Title 23 compliant RFP template 4. Each site host will conduct a competitive RFP process to collect bids using the template 5. Winning bids will comply with all CFI and Title 23 requirements and be contractually bound to assist MORPC and site hosts: • Properly administer the grant; and • Provide required data and reporting, including: ○ EVSE procurement and installation compliance ○ 5-year post-installation O&M compliance
B. Site Host Led Competitive Procurement Process	**Procurement Type B:** Site hosts with established competitive procurement processes, such as the City of Columbus, OhioHealth, and Sheetz will work with MORPC to receive approval of their final procurement process design and will run their procurements for their sites to select the qualified, compliant, and best value vendors to perform work.
C. City of Columbus Curbside Competitive	**Procurement Type C:** The City of Columbus will identify preferred urban curbside sites through this combination of technical analysis and public dialogue, followed by a competitive procurement process, compliant with local, state and federal statutes. The city intends to install up to 50

Procurement Process	charging ports, distributed across multiple sites, with a minimum of four ports per site to ensure residents without access to off-street parking have options to charge as described in Section III.C.2.

The following tables provide more details on confirmed project site hosts and procurement leads for each site. Additional information has been provided detailing committment letters from each site host.

EV Infrastructure Procurement Details				
			Procurement	
Type	Site	Site Host	Type	Lead
Hub	Rickenbacker Transit Center	Central Ohio Transit Authority (COTA)	A	MORPC
Hub	Milo Grogan Mobility Hub	Columbus Yellow Cab	A	MORPC
Hub	Dublin Recreation Center	City of Dublin	A	MORPC
Hub	Dublin Park and Ride	City of Dublin	A	MORPC
Hub	Morrow County Travel Plaza	Morrow County	A	MORPC
Urban	Various Curbside Locations	City of Columbus	C	City of Columbus
Urban	Livingston Ave Medical Center	Nationwide Children's Hospital	A	MORPC
Urban	Near East Side Medical Center	Nationwide Children's Hospital	A	MORPC
Urban	Wexner Medical Center	The Ohio State University	A	MORPC
Urban	Worth Avenue	Easton Town Center	A	MORPC
Urban	Easton Gateway	Easton Town Center	A	MORPC
Urban	Easton Station	Easton Town Center	A	MORPC
Suburban	Community Park	City of Dublin	A	MORPC
Suburban	City Hall, Division of Police, Senior Center	City of Gahanna	A	MORPC
Suburban	Recreation & Wellness Center	City of Hilliard	A	MORPC
Suburban	City Parking Lot	City of Hilliard	A	MORPC
Suburban	City Lot at Memorial Plaza	City of Reynoldsburg	A	MORPC
Suburban	Westerville Mayor's Court	City of Westerville	A	MORPC
Suburban	Worthington Commerce Center	Alterra Real Estate	A	MORPC
Urban	Marion Franklin Public Library	Columbus Metropolitan Library	B	City of Columbus
Urban	South High Public Library	Columbus Metropolitan Library	B	City of Columbus
Urban	Barnett Public Library	Columbus Metropolitan Library	B	City of Columbus
Urban	Karl Public Library	Columbus Metropolitan Library	B	City of Columbus
Urban	Hilltop Community Center	Columbus Rec & Parks	B	City of Columbus
Urban	Linden Community Center	Columbus Rec & Parks	B	City of Columbus
Urban	Northwest Community Center	Columbus Rec & Parks	B	City of Columbus

Urban	Scioto Audubon Metro Park	City of Columbus	B	City of Columbus
Urban	Parsons Avenue Parking Lot	City of Columbus	B	City of Columbus
Urban	Garfield Avenue Parking Lot	City of Columbus	B	City of Columbus
Urban	McConnell Center	OhioHealth	B	OhioHealth
Urban	Doctors Hospital	OhioHealth	B	OhioHealth
Urban	Kobacker House	OhioHealth	B	OhioHealth
Urban	David Blom Campus	OhioHealth	B	OhioHealth
Urban	Riverside Hospital	OhioHealth	B	OhioHealth
Suburban	Dublin Hospital and Emergency Center	OhioHealth	B	OhioHealth
Suburban	Grove City Hospital and Emergency Center	OhioHealth	B	OhioHealth
Suburban	Convenience Store and Fueling Center	Sheetz	B	Sheetz
Rural	Mount Vernon Public Parking	Knox County Foundation	A	MORPC
Rural	CA&C Railroad Depot	City of Mount Vernon	A	MORPC
Rural	Riverside Community Park	City of Mount Vernon	A	MORPC
Rural	Grocery Store in Newark	Giant Eagle	A	MORPC
Rural	Downtown Granville Parking	Village of Granville	A	MORPC
Rural	Eastern Gateway Public Parking	Village of Granville	A	MORPC
Rural	Granville Village Public Parking	Village of Granville	A	MORPC
Rural	Bellefontaine Public Parking	City of Bellefontaine	A	MORPC
Rural	Bellefontaine Downtown Public Parking Lot	City of Bellefontaine	A	MORPC
Rural	Bellefontaine Community Park	City of Bellefontaine	A	MORPC
Rural	Russells Point Village Lot	Village of Russells Point	A	MORPC
Rural	Indian Lake State Park	Ohio Dept of Natural Resources	A	MORPC
Rural	Plain City Municipal Building	Village of Plain City	A	MORPC
Rural	Plain City Uptown Lot	Village of Plain City	A	MORPC
Rural	Senior Living Center	United Church Homes	A	MORPC
Rural	Credit Union, Marion County	Pillar Credit Union	A	MORPC
Rural	Automotive Design Center	Piston Automotive	A	MORPC
Rural	River Valley High School	River Valley Schools	A	MORPC
Rural	Marysville Community Park	City of Marysville	A	MORPC
Rural	Village Public Library	Village of Somerset	A	MORPC
Rural	Grady Memorial Hospital	OhioHealth	B	OhioHealth
Rural	Tri-County Family Physicians	OhioHealth	B	OhioHealth
Rural	Marion General Hospital	OhioHealth	B	OhioHealth
Rural	Marion Medical Primary Care	OhioHealth	B	OhioHealth
Rural	Circleville Berger Hospital	OhioHealth	B	OhioHealth

Rural	Convenience Store and Fueling Center	Sheetz - Jeffersonville	B	Sheetz

The following table provides more details on EV charger procurement and installation.

Deployment & Implementation: EVSE Installation Process:																																			
Year	1						2												3																		
Quarter	Q3			Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4								
Month	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12						
Program Refinement & Procurement Development																																				
Refine eligible EVSE charging locations																																				
Traffic / Origin Destination Analysis																																				
Equity mapping review																																				
Site Selection Elements																																				
Utility Coordination (3 phase power availability, eligibility for pilot AEP rate)																																				
Use above input to map eligible EVSE charging locations in ArcGIS online																																				
Determine approach to addressing NEPA and other Title 23 requirements																																				
Identify required vendor prequalifications																																				
Identify vendor requirements (approach to data, reporting, site & safety, etc.)																																				
Determine selection criteria and scoring (ADA, uptime, cybersecurity, etc.)																																				
Develop site host agreements																																				
Develop procurement documents, test with industry, refine and approve																																				
Procurement																																				
Release RFP										★																										
Teams develop proposals																																				
*Team Assembly (site host, designer, EVSE, electrical contractor, network, operations & maintenance provider)																																				
*Identify specific sites with utility input																																				
*Develop capital, O&M costs, determine ROI timeline & final match																																				
MORPC/City of Columbus reviews proposals and selects teams/sites														★																						
Negotiate and sign award agreements															★																						
Implementation																																				
Develop site plan and use to:																																				
*Obtain environmental clearance																																				
*Obtain permit from municipality																																				
*Obtain permit from fire marshall																																				
Install utility infrastructure																																				
*Install EVSE equipment																																				
*Test																																				
Inspect																																				
Operation and Maintenance																																				
*Own, operate, and maintain site																																				
*Report on performance																																				
Testing by weights and measures																																				
Items Conducted by Procurement Lead =	*																																			

D. Known Risks and Risk Mitigation

The following section describes the MORE EVS Project's known risks and risk mitigation strategies. As the region's MPO, MORPC leads implementation on numerous complex transportation projects and understands its crucial to acknowledge the potential risks and challenges inherent in the deployment of any project. The table below details these challenges and the strategies in place to address them.

Project Readiness & Environmental Risk | MORE EVS Project	
Risk	**Mitigation Strategies**
Changes to Project Structure • Loss of project partner or project site • Significant changes or increases to project costs and expenses	In the development of the project approach and vision, MORPC cast a wide net to gauge regional interest and gather data on many interested applicants. In the event of a site partner's withdrawal from the project, MORPC has maintained a list of potential new project partners that would maintain the overall project approach. Price increases to equipment and installation will be addressed by 1) working with utility companies to clearly understand costs; and 2) by utilizing a project-wide RFP for qualified vendors to perform work which will result in securing a better price for a larger pool of projects.
Available Power • Infrastructure Capacity and Reliability • Peak demand and load management	During the planning phase, any sitting study information and potential locations must be coordinated with the local utility company for these items. Demand management is a vital consideration to ensure enough power is available and not too costly. Equipment availability such as transformers is important to start discussing during the planning phase.
Policy • EV only space requirements • ADA EV space requirements • Code requirements	Parking spaces, especially in garages, are expensive. State and local agencies need to consider code changes that may eliminate disincentives to install EVSE. Additionally, state and local (Title II) agencies must adhere to ADA regulations when deploying chargers. "EV Ready" codes for future expansion should also be considered.
Location, Permitting, Final Agreements • Right of Way • Property Issues	Certain constraints and requirements may exist for various properties. Permitting and agreements must be concise, however all parties should be flexible when permissible to enable successful charger deployment.
Compatible Cable Plugs	Although the EV industry is moving toward a single plug standard, currently, multiple connectors exist for DCFC. It is important that other connections are considered as these are deployed.
Communication Systems • Payment • Monitoring	Connectivity is important as the charger may be working, but loss of connection keeps chargers out of service. Equipment must be monitored by the operator and equipment returned to service without delay.

Damage • Vandalism • Cords • Vehicle crash	Specifications for equipment protection such as curbs, bollards, retractable cords, vandal proof chargers. Chargers can be out of service if cords are driven over, or other damage occurs.
Lack of Use • Loss of Profitability • Demand charges	Costly "demand charges" occur during peak use, and when charges get minimal use over time. Siting studies and strong public engagement efforts are an important mitigation factor. Research and implement equipment where available tariffs are in place and ensure demand management software is implemented.
Weather • Lightning • Water/Flooding	Inclement weather may prevent charger usage by damage or limiting access, so ensure EV chargers are located out of flood prone areas.

Risk Management: MORPC's COO and risk manager, Shawn Hufstedler, will maintain a risk/opportunity register that identifies an owner for each policy, organizational, technical, funding, partnership, stakeholder, community or schedule risk/opportunity and tracks the probability of occurrence, impact to cost, impact to outcome, impact to schedule, and most importantly, a response plan. This early identification will provide a chance to work collaboratively to mitigate risks and capitalize on opportunities. This proactive approach ensures that we are well-equipped to navigate any challenges that may arise, thereby ensuring the successful implementation and operation.

VII. Conclusion | MORE EVS

The MORE EVS Project partners are deeply committed to equitably expanding the deployment of public EV charging infrastructure in publicly accessible locations for use by the community. We have carefully selected a variety of locations for the installation of EV charging stations, ensuring that they are accessible to as many people as possible, focusing on three key areas: 1) Mobility Hub Locations for equity and accessibility, 2) Urban and Suburban Underserved Communities, and 3) Rural Underserved Communities. This project has been designed to create robust outcomes around the CFI Program vision by creating a safe, accessible, equitable, and environmentally sustainable electrified transportation future, with high-quality workforce development programs and good-paying jobs for Central Ohio.

MORE EVS Project Highlights

- ✓ **Led by MORPC, the region's MPO**
- ✓ Key Implementation partners including:
  - **18 Municipalities and Public Agencies**
  - **15 Private Sector Partners**
- ✓ Siting supported through co-creation
- ✓ **EV chargers focused on 84% underserved areas** with the following regional focuses:
  - **5 Mobility Hubs with equity access**
  - **31 Urban Underserved Locations**
  - **26 Rural Underserved Locations**
  - **50 Columbus Curbside Ports**
- ✓ EVSE Designs to meet multiple use cases:
  - **L2 EVSE: 334 Ports**
  - **DCFC EVSE: 72 Ports**
- ✓ Safety Prioritized in site design and operation
- ✓ Education and outreach features of project
- ✓ Regional Workforce development initiatives
- ✓ **4,147 tons CO2 reduction benefits**