

Expanding Equitable Access to Public EV Charging in Ann Arbor

PROJECT NARRATIVE

Environmental protection and advocacy have been tightly associated with the City of Ann Arbor (the city) for decades, tracing back to at least 1970 when University of Michigan students held a massive “teach-in” for the environment – an event that became the nation’s first Earth Day celebration! This trend continued and led the city to adopt and enact various actions to promote environmental protection and sustainability, including things such as the adoption of the city’s first energy plan in 1981, the adoption of a community greenbelt millage in 2003, and the adoption of the city’s first Green Fleets policy in 2000 to monitor the environmental impact of the city fleet and make strides toward lessening its impact. Over the next two decades, these and other policies were created and amended, to lessen the impact of the Ann Arbor community on the planet (Figure 1).

Continuing its trend of environmental leadership, in 2019, Ann Arbor’s City Council declared a Climate Emergency, and tasked city staff with the creation of [a community carbon neutrality plan, A²ZERO](#), which was unanimously adopted in June 2020. A²ZERO sets the audacious goal of a just transition to community-wide carbon neutrality by the year 2030. But the plan does not stand alone; it is supported by other city programs, such as [Ann Arbor Moving Together Toward Vision Zero](#), the city’s comprehensive transportation plan which aims to improve public safety and enhance mobility for all, and the city’s soon to be updated comprehensive land use plan. All these plans place strong emphasis on community engagement, equity, and just climate action.

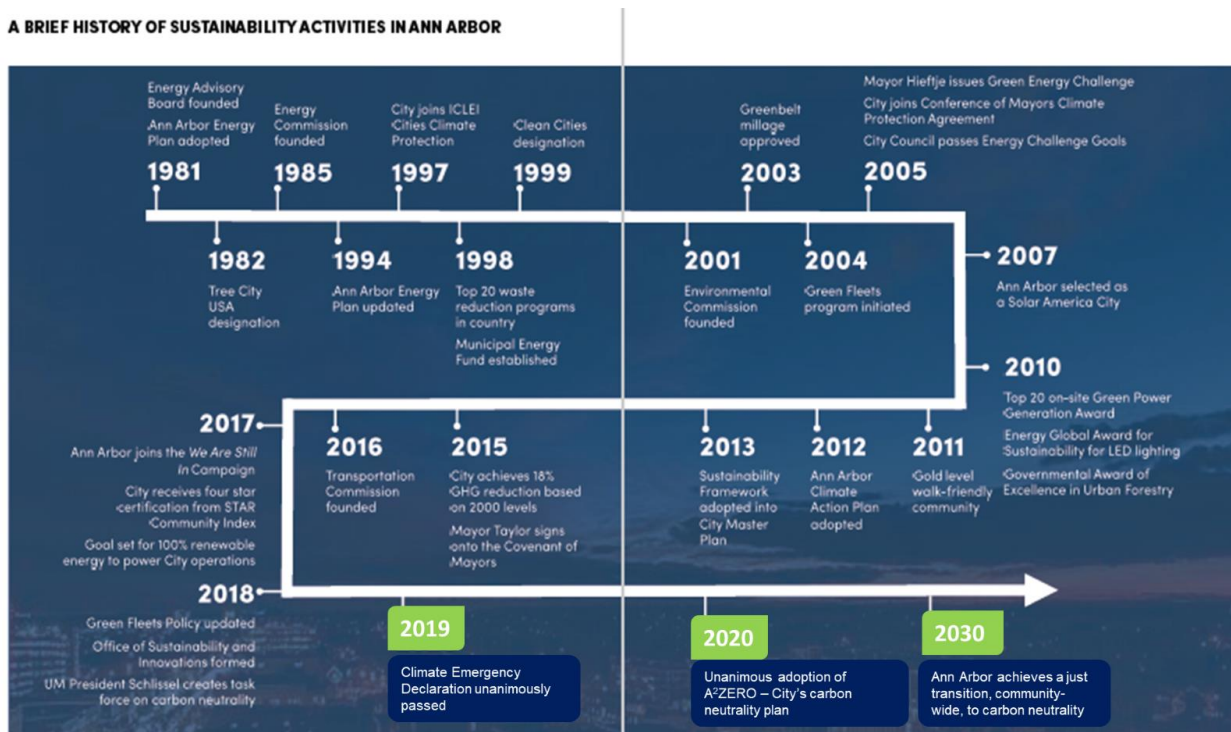


Figure 1: A Brief History of Sustainability Activities in Ann Arbor.

Extensive community engagement, including over 60 public events, three scientifically valid surveys, and the creation of four technical advisory committees, was undertaken in the development of A²ZERO. In addition to helping form and create the substance of the plan, community engagement also helped solicit input on the overarching values that the community wanted to see in its sustainability work, which include:

- Equity
- Sustainability
- Transformation

It is these principles that penetrate and inform the sustainability work underway in the community, from renewable energy and EV charging installations to community tree plantings and everything in between.

To help gauge progress towards the goal of carbon neutrality, the City undertakes an annual greenhouse gas emissions (GHG) inventory. The most recent inventory shows that, in Ann Arbor, transportation contributes approximately 30% of the community's annual GHG emissions. These emissions are coming from fossil fuels combusted in vehicles for both in-city travel and commuting into the city. GHG emissions from transportation are the second largest source in the city, second only to emissions associated with electricity use. Given this, addressing transportation-related emissions is a critical part of the city's A²ZERO strategy.

Specifically, transportation related GHG emissions are addressed in A²ZERO through electrification initiatives, public transit and mode shifting, land-use strategies, and calls for increased density, among others. Strategy 2 of A²ZERO focuses on the electrification of vehicles and appliances and includes goals like the proliferation of public EV charging infrastructure (goal of 10% of all parking spaces having L2 chargers by 2030), electrification of the city fleet (goal of 90% of the viable fleet being electric by 2025), electrification of private fleets (goal of 50% of private fleets being electric by 2030), and the creation of an EV readiness ordinance (completed). Work on these actions has been underway for multiple years, and a community EV charging plan is under development to promote the expansion of public EV charging infrastructure community wide.

One outcome of the process to create a community EV charging plan is the creation of heat maps showing varying levels of EV charging priority across Ann Arbor, divided by census tract (Figure 2). These maps incorporate a local equity index, locations of current EV charging stations, locations of public transit stops, and multifamily housing density to create a visual depiction of the relative priority for EV charging in various census tracts. This heat map is overlaid with layers including city owned properties, gas stations, and retail centers, to understand where need and opportunity for charging overlap. More information on the development of these maps is available in the attached documents.

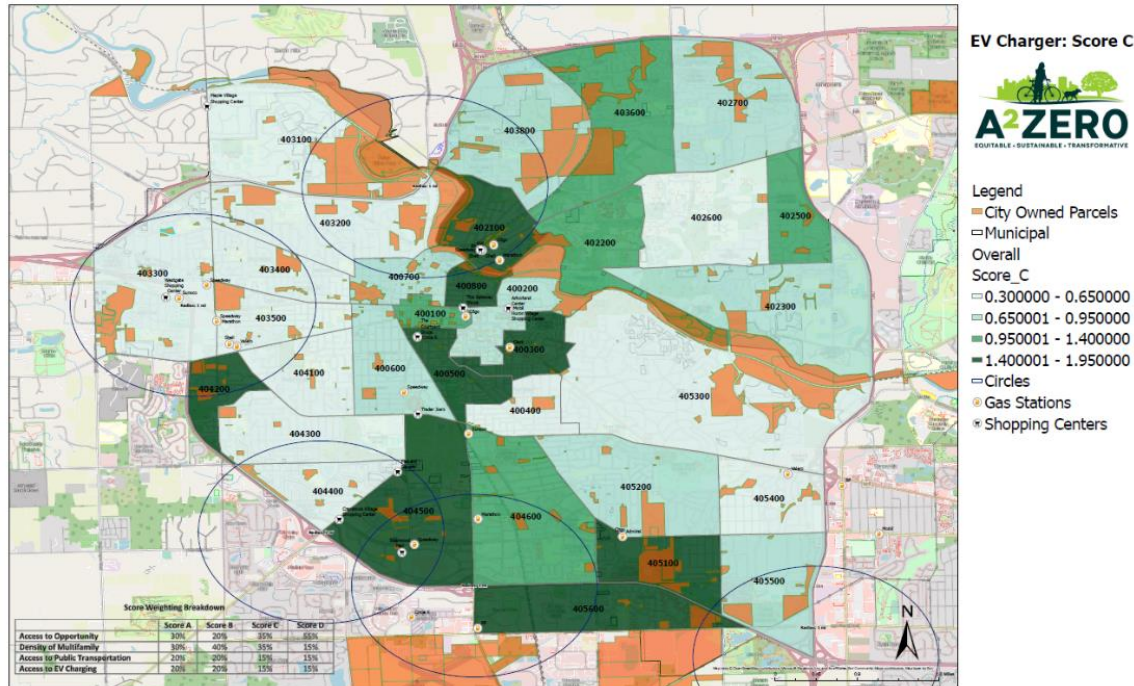


Figure 2: EV Charging Heat Map from A²ZERO.

These maps inform strategic geographies to engage with around EV-related infrastructure design, adoption, and deployment. To-date, the city’s Electric Vehicle Charging Stations (EVCS) planning process has involved the engagement of multi-unit dwellings (MUDs), community residents, private retail spaces, businesses, non-profits, the University of Michigan, the Ann Arbor Area Transit Authority (AAATA), the Downtown Development Authority (DDA), and other local institutions to discuss and plan for community EV charging. These discussions include consultations with local MUDs and commercial businesses, and coordination with other local institutions to understand their EV charging projects and finds ways to collaborate whenever possible. This coordination also improves the distribution of EV charging community-wide and avoids the possibility of two institutions providing public charging near one another.

An example of this is work underway between the City and the University of Michigan to share individual EV planning documents, understand each other's priority locations, and to see where overlapping need exists. Where there is overlap, the city collaborates on designing and installing infrastructure – allowing both institutions to save funding for other capital and maintenance projects while simultaneously ensuring the strategic deployment of charging infrastructure. This is just one example of how the city has been working with local stakeholders to strategically collaborate in locating, designing, and deploying EV charging.

Project Locations

Leveraging the city’s historical and current work with community partners, this project will involve the planning and implementation of 36 public Level 2 (L2) and at least 12 DC Fast EV charging ports across the city. While preliminary locations have been identified, this application also includes funding to undertake deep and meaningful community engagement to ensure the most strategic siting and deployment possible to ensure equitable access to EV charging. The city’s

existing EV charging plans and community engagement toolkit will be leveraged to initiate or build upon existing discussions, helping ensure ideal EVCS siting. Staff from the city have engaged with representatives from the following locations to explore EV charging and all have demonstrated an interest and commitment in collaborating on this grant (Figure 3):

- At least 12 city properties, focusing on neighborhood parks adjacent to multi-unit residential developments, including:
 - Veterans Memorial Park
 - Fuller Park
 - Southeast Area Park (soon to become Bicentennial Park)
 - Leslie Park Golf Course
 - Cobblestone Farm
 - Buhr Park
 - Leslie Science and Nature Center
 - Burns Park Senior Center
 - West Park
 - South Maple Park
 - Olson Park
 - Eberbach Cultural Arts Building
- Many multi-unit dwellings (MUDs) that focus on housing for frontline residents and that have been involved in discussions to-date about expanding EV access, including:
 - Ann Arbor Housing Commission
 - Sloan Plaza Condo Complex
 - Chapel Hill
 - Earhart Village
 - Cabrio Properties
 - Walden Hills/Summit View Condos
 - Avalon Housing
 - Forest Hills Coop
 - Forest Plaza
 - Arrowwood Housing
 - University Townhouses (COOP)
 - Creekwood Condo Association
 - Sunward/Great Oaks Cohousing
 - The Haven of Ann Arbor
- Retail spaces that are adjacent to major highway rings, including:
 - Westgate Shopping Center
 - Briarwood Mall
- Local institutional property with a focus on:
 - Ann Arbor Area Transportation Authority (AAATA) park and ride sites
 - Strategic University of Michigan locations, especially UM park and rides
- State of Michigan Department of Transportation (DOT) owned park and rides, including:
 - Plymouth Road Park and Ride
 - Green Road Park and Ride
 - Pioneer High School Park and Ride
 - Miller Road Park and Ride

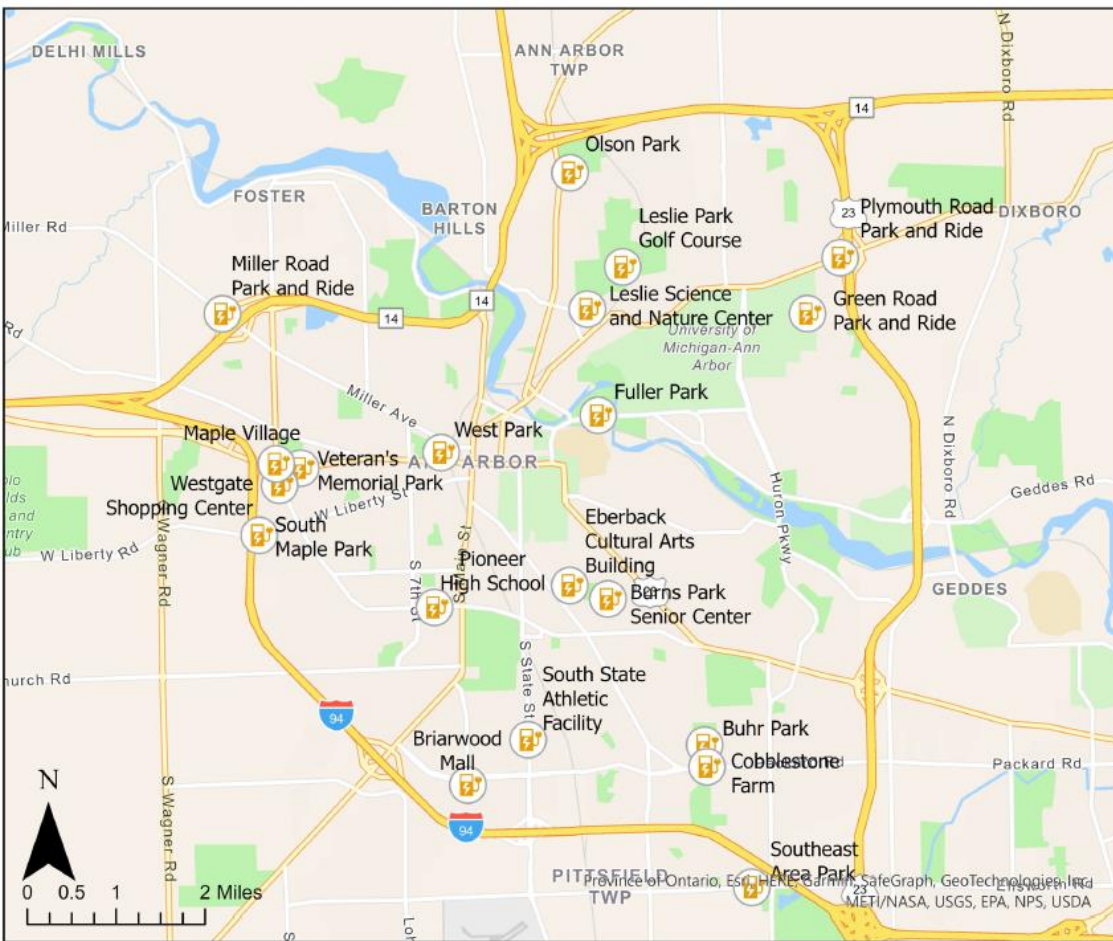


Figure 3: Potential EVCS Locations in Ann Arbor.

The above is not meant to be an exhaustive list, but representative of the breadth of discussions and parties interested in EV charging around the community. Throughout the project period, public engagement and planning efforts will be used to move installations forward at the various site types identified above, with the goal of deploying as much charging as is technically, socially, and economically possible. Many of these locations have had electrical assessments to understand the potential for EV charging, though some were conducted prior to the publication of NEVI standards for EV charging so will need refreshment.

It is expected that across the identified sites, at least 36 L2 Ports and 12 DC Fast Charge (DCFC) charging ports will be installed. The work undertaken to install these systems is planned to be in conjunction with certain construction activities currently planned by Parks and Recreation as well, thereby enabling a dig-once approach to construction. For instance, there are multiple parking lots at Parks sites that have been identified by staff and consultants as needing replacement, as well as ADA enhancements. By coordinating these activities, Ann Arbor will lower the total cost of improvements and improve accessibility and equity across the community.

While the above list is an incredible foundation from which to build, it is important to note that the city can only guarantee EV charging installation on city owned sites. That is why staff in the city's Office of Sustainability and Innovations have been actively engaging with external stakeholders such as property owners, private retail shops, and the State of Michigan, to co-design solutions to expanding EV charging. And, if awarded, the grant would enable the city to support public and private stakeholders with undertaking actions to expand EV charging access, including collaborating on:

- Public engagement and planning activities.
- Conducting of electrical assessments and securing of installation quotes.
- Joint purchasing that leverages city contracts to secure better pricing for necessary infrastructure.
- Technical support with installations.
- Support troubleshooting problems or challenges as needed.
- Signage onsite and off to help direct users to charging infrastructure.
- Creation of a learning cohort to share experiences and help grow the number of property owners willing to install EV charging infrastructure.

In the event sites are deemed unable to accommodate charging installations, charger distribution can be modified to increase the number of chargers elsewhere to keep the project size consistent. For this reason, all proposed sites were assigned the minimum NEVI compliant EVCS installations, as it is assumed that some charger placements will shift.

Additionally, the city is aware that some sites will need unique types of community engagement. For example, certain Park and Ride sites will potentially require policy discussions with MDOT prior to onsite electrical and engineering assessments. The reason for this is that two Park and Ride sites operated by AAATA are on land owned by the Michigan DOT. State policy prohibits commercial activities in State right of way (ROW), and, as of today, EV charging in which individuals pay for their electricity usage, qualifies as a commercial activity. Conversations to change this policy have already been initiated at the local and state level, including with local State Senators. If not modified, EV stations deployed at these two sites would be unable to draw revenue, and the AAATA would be covering the ongoing cost of electricity used onsite. The city, AAATA and MDOT have been involved in conversations to change this situation, but more work will be needed before any EV infrastructure can be installed at these two sites. However, if the city, AAATA, and MDOT can change this policy, then any park and ride in the State of Michigan would be able to host EV charging infrastructure – a notable policy change that would support significant advancements in EV deployment across Michigan.

While work is underway to finalize the designs and begin installations at the various city sites, continued public engagement, outreach, and planning will be conducted throughout the city, and specifically with and at the locations identified in the list above to ensure success in EVCS design, deployment, and use.

Safety in Installation

Ensuring the safety of a parking lot for electric vehicle charging involves implementing various measures to mitigate risks and provide a secure environment. First, the installation of new chargers

will be carried out with meticulous care, adhering to OSHA safety standards and regulations. Areas where installation is occurring will be blocked off and flaggers will be present if the flow of traffic through the lot is disrupted. Additionally, ample lighting throughout the parking lot will be installed to enhance visibility and deter potential threats.

Areas that are protected and outside of the floodplain will be prioritized when selecting EVCS sites. Additionally, all the proposed sites are surrounded by well-maintained sidewalks connecting the parking lot to nearby areas promoting pedestrian safety and accessibility. Another way the city will incorporate safety in the project is through the inclusion of EV charging in handicap-accessible spots. This caters to the needs of differently abled individuals, ensuring equal and safe access to charging facilities. In order to achieve this level of accessible EV charging, the city will follow the standards described in the [Access Board's Publication on the Architectural Barriers Act \(ABA\) Accessibility Standards](#).

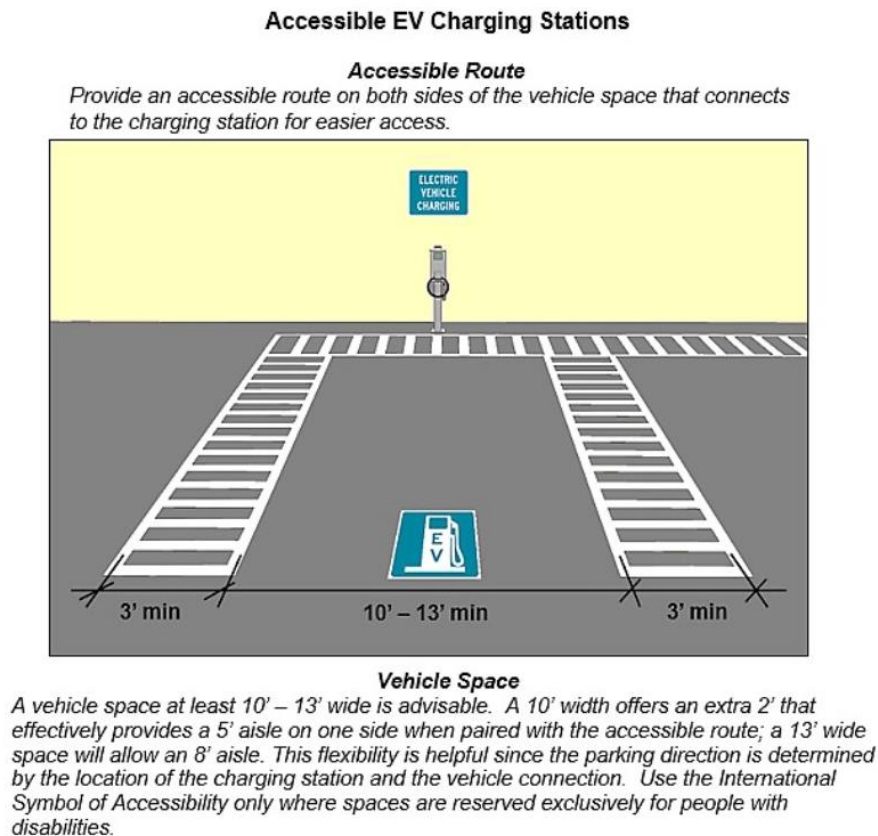


Figure 3. Accessible EV Charging Station Design

Furthermore, all sites will comply with the Americans with Disabilities Act (ADA) regulations, accommodating the requirements of individuals with disabilities prior to charger installation. In conjunction with the installation of EV charging infrastructure on city sites, these parking lots will also be brought into full compliance with the ADA. The City Parks department has provided ADA reports of the various city sites, which are available in the appendix, and detail the work needed on the various sites to achieve ADA compliance. Much of the work will focus on ensuring proper

signage and striping, though in some cases more extensive parking lot work will be necessary for grading, and to reduce slopes in lots to achieve accessibility goals.

Safety in Operation and Use

The safety of the EV chargers and their surrounding environment is essential to ensure their use. That is why, as site design continues, the project team will work with city staff including planners and transportation engineers to ensure the spaces are safe in terms of lighting, accessibility, and have accurate and clear signage for use. The city will also deploy security cameras in lots with EV charging infrastructure. This can act as a deterrent against unlawful activities and provide peace of mind to users leaving their vehicle charging for an extended period. By incorporating these safety measures into selected sites, a secure environment will be provided for both electric vehicle users and pedestrians. Further information on safety aspects of this project are available in the Project Readiness and Project Merit Criteria documents.

Additionally, mapping and analysis of the identified locations was performed to further understand the potential demand and use patterns if EV charging were to be installed on site. These maps looked at traffic volumes, nearby public transit access, and multi-unit dwellings, among other features. An example of one such map is below (Figure 4). A document containing all maps created is available in the grant attachments. These maps and onsite analyses will be conducted to ensure there are no negative impacts on the overall safety to the traveling public associated with the deployment of EV charging infrastructure at identified locations.



Figure 4. Traffic volumes and public transit around Briarwood Mall

Engagement

Equitable, authentic, and sustained engagement is essential to the successful deployment of public EV charging infrastructure. That is why the city's Office of Sustainability and Innovation (OSI) team has dedicated significant staffing capacity and resources to conducting regular engagement which involves and leverages existing networks and fosters collaboration with various organizations to foster a shared understanding of what the community desires regarding EV charging. Engagement efforts will extend beyond EV charging, encompassing a range of sustainability initiatives outlined in the A²ZERO plan. This includes exploring opportunities for community gardens, composting, neighborhood tool sheds, community solar options, EV car share programs, EV bike share programs, and more. This approach will maximize engagement efforts and allow the City to meet the needs of all residents, not just residents with electric vehicles.

This work will leverage the [A²ZERO Collaborators](#) network, a group consisting of more than 120 members from businesses, student organizations, nonprofits, and other trusted community groups, to provide the team with a diverse platform for engagement and collaboration. The city will also engage religious institutions that have sustainability boards, tapping into their established networks and shared values of environmental stewardship to help us reach a significant portion of Ann Arbor residents. To ensure inclusivity, the OSI team will actively participate in meetings hosted by community leaders who work with historically underrepresented populations. This includes attending meetings hosted by Groundcover News, a local paper that is run by underhoused community members, the Equitable Engagement Steering Committee, the Ann Arbor Housing Commission, and local Community Centers that serve frontline residents (e.g., Community Action Network and Peace Neighborhood Center). Furthermore, the city is in the process of conducting several focus groups through an Urban Sustainability Directors Network grant to gain insights into how best to engage historically underserved populations. This feedback will inform outreach strategies that are part of this grant to ensure inclusivity and equity in who and how the City engages. Additionally, the OSI team will attend neighborhood association meetings which will allow us to connect directly with residents, building relationships and understanding their specific needs and aspirations for sustainability initiatives. By engaging these diverse networks and seeking community input, the city will create an inclusive and comprehensive approach to EV charging and broader decarbonization efforts.

In addition to the community-wide engagement plan highlighted above, this project will also involve more targeted outreach and planning with non-city entities whose sites have already been identified as high priority locations, such as the AAATA and retail locations. Conversations have already occurred between these entities and the city, including policy discussions with AAATA and MDOT around commercial activities in the State Right-of-Way, and the conducting of initial electrical assessments to understand the feasibility of EVCS installations onsite. Throughout the public engagement and planning process, the city will sign memorandums of understanding (MOU) with various site hosts, ensuring their involvement in the project aligns with the goals of the CFI program. These MOUs+ will include statements attesting to the public availability and accessibility of the chargers 24/7, and commitments to: an O&M scheme that ensures proper charger uptime, a charging fee structure that is accessible to drivers of various income levels, and a commitment to keep the chargers active throughout the project performance period.

Public Accessibility

The city believes in promoting the widespread adoption of electric vehicles as a key strategy for reducing carbon emissions and building a sustainable future. Charging locations funded by the Charging and Fueling Infrastructure grant program will be publicly accessible to maximize convenience and encourage the transition to cleaner transportation options.

In addition to public access, the city is committed to incorporating equity and accessibility for those with varying abilities across the EV charging program. ADA compliance and ease-of-access will be incorporated into infrastructure design at all project locations. For chargers located within city parks, ADA compliance reports and the Parks and Recreation Department's ADA comprehensive plan will be used to inform location design.

The goal is to provide a user-friendly and convenient charging experience for all EV users. This includes providing clear signage and information about charging stations, maintaining reliable and up-to-date charging maps, and offering user-friendly payment options. More information regarding these aspects of the charging experience is available in the Project Readiness and Environmental Risk document.

Project Costs by Phase

Phase	Cost (\$)	Source
Education and Public Outreach	\$190,011.68	City of Ann Arbor (In-Kind Staff)
Procurement, Site Selection, and Design	\$239,092.16	City of Ann Arbor (In-Kind Staff)
EVCS Installation, Site Improvements	\$2,375,352.80	CFI Grant + City of Ann Arbor (cash contribution)
EVCS Operations and Maintenance	\$597,735.84	CFI Grant
Project Management/Administration	\$42,132.32	City of Ann Arbor (In-Kind Staff)
Total Cost	\$3,444,324.80	
Total Grant	\$2,755,459.84	
Non-Federal Match	\$688,864.96	

Additional information regarding the project budget is provided on SF-424C and within the budget attachment submitted via grants.gov.

The Office of Sustainability and Innovations has budgeted nearly \$150,000 per year for public EV charging infrastructure and staffing support, which would support this work. This funding is included in the city's FY 2024-2029 Capital Improvements. The CFI grant will enable the city to add additional EVCS beyond those already programmed, thereby allowing the City to significantly grow the quantity of accessible charging infrastructure and make significant progress toward the ambitious goals set in A²ZERO.

Planning/Development Costs – Planning and development costs outlined in this budget include site selection, design (EVCS systems, supporting electrical infrastructure, and site infrastructure improvements), permitting, and onsite electrical assessments. Site selection will be led by City staff including involvement of Parks and Recreation management, with support from the City’s contract electrician for site electrical assessments. Engineering consultants may be utilized for services associated with site design, ADA compliance improvements, parking lot modifications, and traffic management, as needed.

The cost of City staff will be contributed as an in-kind matching cost. The city maintains a standing electrical contract with a local electrician and electrical assessments at these sites are included in that contract. Since those services were procured separately, the costs for these services are not included in this grant proposal. The labor cost associated with implementing recommendations identified in the electrical assessments are covered in the installation costs.

ROW/Acquisition Costs – This project does not include the purchase or lease of private lands, or work within the ROW. Therefore, no costs are attributed to this category.

Installation Costs: Installation costs include the electrical work required to install EV charging systems, including site electrical service upgrades, trenching/boring, bollards, signage, permitting, engineering review and designs, and the purchase and installation of the chargers. Multiple sources were used to estimate the installation costs associated with this work. Due to the variety of site types included in this project, installation costs can vary significantly depending on factors such as EVCS type, the amount of trenching or boring required, and whether electrical service requirement upgrades are necessary. A variety of local quotes and data from published reports were used to develop estimates of the installation cost per charge port, including real costs associated with L2 and DCFC installations conducted by the city since 2021. L2 quotes include 7 sites where the city installed 40 dual port L2 chargers. These sites required varying levels of make-ready work, some of which required new transformer installations, and some of which did not necessitate such work.

Therefore, the proposed budget provides a conservative estimate based on real installations of similar chargers in Ann Arbor. The L2 chargers that would be installed for this project (CT6000) do have higher power capacity than those previously installed by the city (CT4000). For that reason, the L2 installation costs for this project may be slightly higher than historical costs, due to needing more electrical capacity than previously installed chargers, in addition to inflation costs.

DCFC installation costs were determined similarly, utilizing literature sources, real quotes, and invoices that cover work conducted by the city since 2021. Though the city has installed one fast charger (ChargePoint Express +) that is like those envisioned for this project, that installation was considered uncommonly simple, due to having electrical capacity onsite, and not requiring any trenching, boring, or significant electrical work. For this reason, the installation of this charging station for fleet vehicles was excluded from this cost analysis. However, in 2021, the city installed 4 public fast chargers at City Hall. Though not as powerful as the units that would be installed for this project, the installation was more like installations that will occur at the various sites identified in this proposal. This project involved trenching through a parking lot, replacing brick pavers, pouring concrete bases for the chargers, and installing a new switchboard in the electrical room to

support the required circuitry. The cost of this work was used, along with literature sources, and inflation considerations to build this project's budget. The installation cost/ DCFC port used in the budget was \$22,000.

Hardware: The hardware costs of L2 and DCFC chargers were gained through ChargePoint, who produced quotes for L2 (CP6000) and DCFC (Express Plus) chargers that are compliant with the NEVI EVCS standards. The city can use collaborative purchase platforms like Sourcewell to directly purchase goods and services using processes that are compliant with 2 CFR 200.317-326. Sourcewell has been used on many occasions by the city, as recently as October 2022 to purchase EVCS and cooperating purchasing agreements are procured in a manner that meets federal procurement standards.

The city also plans to utilize any available incentives and rebates to reduce the overall cost of this work. One such rebate that the city has used successfully in the past is DTE's Charging Forward rebate program. This program could subsidize the cost of each L2 charger by up to \$4,000, and each DCFC up to \$55,000. These rebate discounts are not included in the project budget, however, because it is not guaranteed these rebates will be available in the future. Instead, the city is using quoted costs for L2 chargers of \$7,983.50 and \$116,858 for DCFCs.

Operations and Maintenance (O&M) Costs: O&M costs for this project include the "Cloud Software" necessary for charger operation, and a warranty package which guarantees 98% uptime of the chargers. More information on ChargePoint, their network and cloud software are available in the appendix. The quoted cost from ChargePoint for these systems are \$207/year for each L2 charger and \$1,350/year for each DCFC.

Education and Public Outreach: Education and outreach regarding electric vehicles is an ongoing effort by the city, in accordance with A²ZERO, the community-wide Carbon-neutrality plan. Costs included in this phase include outreach materials, participation stipends, and miscellaneous items for public events including food, drink, and materials and supplies. These costs will not exceed more than 5.5% of the project cost, but if additional funding is necessary, the city agrees to fund this work through its annual budget.

Operations, Maintenance, and Technology Responsiveness

The city will work with a qualified electric vehicle charger vendor to provide operations and maintenance services. These services will be procured through a competitive process compliant with 2 CFR 200. Some basic components of the O&M agreement will include:

- Clearly defined scope of services to be provided by the vendor, including responsibilities such as equipment installation, maintenance, repair, software updates, user support, and any additional services required.
- Performance standards, including measurables to evaluate vendor performance and customer satisfaction.
- Duration of the contract, renewal options, and terms for termination by either party.
- Provisions for dispute resolution and any penalties or liabilities associated with termination.

- Defined responsibilities of the city, the vendor, and any sub vendors.
- Warranty terms for equipment and services provided by the vendor, including liability limitations and remedies in case of equipment failure or damage, along with defining responsibility for any third-party claims arising from the vendor's actions.
- Regular vendor reporting requirements for charging station utilization, performance metrics, maintenance activities, and any incidents or issues encountered.
- Requirements for the vendor to carry appropriate insurance coverage, including general liability insurance, worker's compensation insurance, and professional liability insurance.
- Definition of indemnification provisions to protect the municipality from liabilities arising from the vendor's actions.
- Assurances that the vendor complies with all applicable laws, regulations, and industry standards related to electric vehicle charging, safety, accessibility, and environmental requirements.
- Defined ownership and usage rights of intellectual property related to the charging infrastructure, software, or proprietary technology provided by the vendor.
- Defined billing and invoicing procedures, including any revenue-sharing arrangements if applicable.

Regular inspection and maintenance of charging stations will be key to securing user confidence and trust. The vendor agreement will include conditions that specify the frequency and type of inspections required. Some specific conditions to be included in any contracts related to inspection and maintenance include:

- Expected service levels, response times, and availability of the charging infrastructure. Penalties or incentives based on meeting or exceeding the agreed-upon service levels may be incorporated.
- Specified frequency and type of routine inspections and calibration.
- Responsibility and procedures for keeping charging stations clean and free of debris.

Excellent customer service and responsiveness will also be key to success. The vendor agreement will include conditions that specify responsibilities for user education, technical assistance, and measuring usages, including:

- Specific scope of user support and assistance including user education activities, support system to address inquiries or user issues, and consistent method of providing technical assistance.
- Specified pricing structure, payment terms, and any additional fees or charges.

An important part of the vendor agreement will relate to software, privacy, and security associated with user transactions. Some specific conditions of the vendor agreement related to safety will include:

- Established procedures for keeping systems updated with the most recent software and cyber security updates.
- Data security measures and privacy protection requirements to ensure that user data and sensitive information are handled in accordance with applicable laws and regulations,

including provisions for data breach notification and compliance with data protection standards.

The city also maintains a Living Wage Ordinance, which will be included in any vendor agreements. This policy is key component of building a highly-trained and technical workforce that is paid a fair wage, thereby reducing turnover and fostering job satisfaction and productivity.

Conclusion

The City of Ann Arbor is poised to take full advantage of the community charging tract of the Charging and Fueling Infrastructure Discretionary Grant Program. Ann Arbor's Community-wide carbon-neutrality plan, A²ZERO, includes specific actions and goals associated with public L2 and DC Fast charging. To advance these goals, the city has prioritized charging among various census tracts in the city, worked with community institutions and businesses to move public charging forward on non-city sites, and has begun conducting electrical site assessments on city and non-city properties to advance EVCS installations. The city is poised to contribute the 20% local match to achieve at least 36 L2 ports and 12 DCFC ports across city-owned and private sites over the coming years and doing so in deep and sustained collaboration with the public. Finally, the City and its project partners are prepared to document lessons learned and find pathways to scale successes achieved through this grant to help continually grow the ecosystem of EV charging infrastructure needed to foster a decarbonized transportation system.