

i. Project Narrative

San Bernardino County – in partnership with SkyCharger, LLC ("SkyCharger"), Burns & McDonnell, Skyview Ventures, and selected small/diverse business subcontractors, small/minority-owned businesses, and small business enterprise Momentum ("Project Team") – seeks funding to construct and operate a medium- and heavy-duty (MDHD) public charging station as part of the Charging Station Project ("Project"). Critically, the Project site will simultaneously serve two local Alternative Fuel Corridors (AFCs), the Barstow railyard (less than 1.5 miles away), and the BNSF rail development known as the Barstow International Gateway ("BIG")¹. The new BNSF facility represents a \$1.5B investment directly across Lenwood Road (which connects Interstate 15 (I-15) and California State Route 58 (SR 58) from the proposed Project site. Supporting the fleets located at and surrounding BIG with reliable and high-speed charging infrastructure will enable them to accelerate their adoption of MDHD EVs. Additionally, I-15 has been identified as a Proposed Priority Clean Freight Corridor by the California Transportation Commission.

The Project directly supports the CFI program vision to equitably expand the deployment of public EV charging infrastructure in accessible locations for the community and California's ambitious electric vehicle (EV) adoption goals. The Project, as proposed, will meet the CFI goals by installing 45 DC fast charging ports to accommodate the charging needs of MDHD trucks, including 30 charging ports (E.g., 350 kW) for quick charging and 15 charging ports (E.g., 125 kW) for slower, overnight charging. A solar-powered microgrid will support the site to maximize sustainability and resiliency. In total, 3.09 MW of solar and 1MW/4MWhr of battery energy storage will be installed. Additionally, as of 2022, 1,674 trucks per day pass the Lenwood Road ("Lenwood") on I-15; 7,602 trucks travel daily on SR 58 to the west of the SR 58/Lenwood Road interchange; and 6,154 trucks per day travel on SR 58 at its interchange with I-15². With the development of the BIG Project, this number is expected to increase significantly. The high truck traffic, in addition to local fleets, is the basis for charger utilization Projections and supports the long-term market viability of the Project.

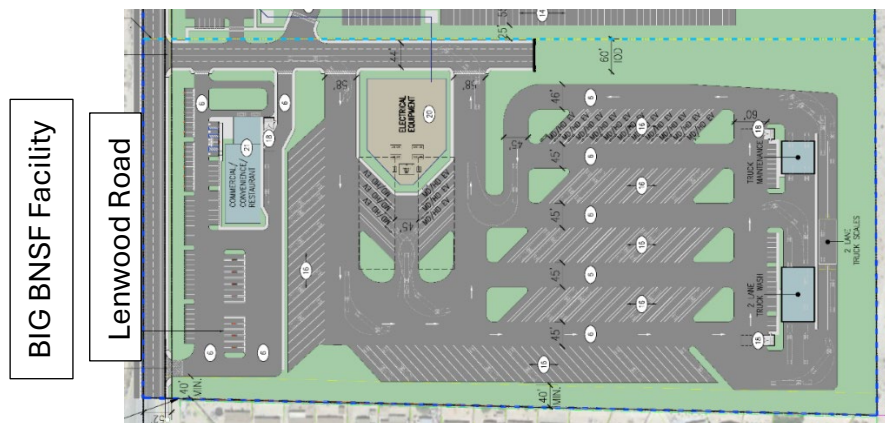


Figure 1 - Proposed Site Layout

¹ <https://bnsfbig.com/>

² https://gisdata-caltrans.opendata.arcgis.com/datasets/c079bdd6a2c54aec84b6b2f7d6570f6d_0/explore?location=34.878539%2C-117.099475%2C11.00

The Project Team is proactively securing necessary permits and applied for utility power. The site is on track to receive Environmental Impact Report (EIR) certification under CEQA, with preliminary assessments indicating no significant unmitigated impacts. EVC Partners LLC initiated the land use entitlement process in August 2022, and after County reviews, the formal application was deemed complete in October 2023. The Phase 1 environmental assessment revealed no significant environmental concerns.

The Project site on Lenwood Road in Barstow, CA, is strategically located within communities of concern, defined as SB 535 Disadvantaged Communities and Disadvantaged and Low-Income Communities. These areas face significant challenges, including high levels of pollution, particularly ozone and PM 2.5, and an unemployment rate of 5.2%, above the national average. Additionally, 43% of residents experience linguistic isolation, leading to a lack of investment and workforce development. Additionally, the Project will significantly impact emissions by reducing 439,576 metric tons of CO₂e over 20 years and eliminating all tailpipe emissions from electrified MDHD vehicles. The Project includes an inclusive community engagement and workforce plan to address economic challenges, involving local stakeholders and providing resources. A community fund, funded by Skycharger, will provide \$100,000 annually, with a 2.0% escalation, totaling \$520,404 over the 5-year performance period. This fund will be used for local and county education, workforce development, support other community goals. This initiative aims to improve air quality, reduce emissions, and foster economic and workforce growth in one of California's most disadvantaged regions.

I. Project Description

Project Location and Geographical Description

The Project site (Table 1) is located along the tract of Interstate 15 (I-15) connecting Las Vegas and Los Angeles, which has been identified as a Proposed Priority Clean Freight Corridor by the California Transportation Commission (Figure 1). It is also proximate to California State Route 58, a significant truck route connecting California's Central Valley to points east so trucks can avoid traveling through the Los Angeles basin.

The Project is also co-located with BIG, a massive \$1.5 billion rail facility planned by BNSF Railway. Spanning 4,500 acres, BIG will serve as a pivotal intermodal hub, efficiently transferring containers between ships and trains. Equipped with transload warehouses for repackaging goods and a substantial rail yard for sorting and moving trains, the facility aims to revolutionize freight transportation in the United States. By shifting cargo from trucks to trains, BIG is expected to alleviate traffic congestion, enhance transportation efficiency, reduce costs and delivery times, and create thousands of jobs, stimulating economic growth in the Barstow region. This Project will support the facility by providing charging capacity to the trucks that will move goods to and from the intermodal facility.

Table 1 - Project Site Summary

Location	Lenwood, CA
Address	Lenwood Road, Barstow, San Bernadino County, CA 92311
APNs	049-714-203; 049-714-204; 049-714-214; 049-714-215
Acreage	20.72

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Transportation Corridor	The site is located on Lenwood Road, which connects the I-15 and CA State Route 58
Site Zoning	The application for rezoning from Rural Living to Community Industrial and Countywide Plan/Policy Plan Amendment to Limited Industrial was submitted and deemed complete (Oct 2023).
Project Readiness	Projected to be ready for construction 2026
Utility	Southern California Edison
AFC	Hesperia to Nevada along the I-15; Kramer Junction to Barstow along SR-58
# EV Charging Ports	45 Ports, which will be a mix of 150kw and 350kw. As market demand grows, additional chargers may be added on a non-discretionary, ministerial basis according to California Government Code sections 65850.7 and 65850.71. Stations can be used with CCS1, NACS, or other adopted standards.
Onsite Amenities	Convenience store, public restrooms (including showers), public Wi-Fi, 24/7 security, public rest areas, secure areas for sleeping in cabs, and comprehensive site lighting

The Project site is well positioned to support MDHD trucks as they transition to zero-emission vehicles (ZEV), in alignment with California Air Resources Board (CARB) regulations that aim to achieve 100% zero emissions from on-road MDHD vehicles in the State by 2045. Lenwood is 130 miles from the Ports of Los Angeles and Long Beach and 180 miles from the Port of San Diego. This connectivity enables electric trucks to access and serve the San Bernadino County region from all directions, forming a critical link for the Hesperia to Nevada charging corridor³ and for the Central Valley to Arizona charging corridor.



Figure 2 - Project site and surrounding EV AFC designations

³ <https://afdc.energy.gov/fuels/electricity-locations#/corridors>

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The Project will benefit five surrounding communities classified as SB 535 DAC by the CalEnviroScreen 4.0 Tool and Disadvantaged & Low-Income Communities (LIC) by the Climate and Economic Justice Screening Tool (Figure 2).

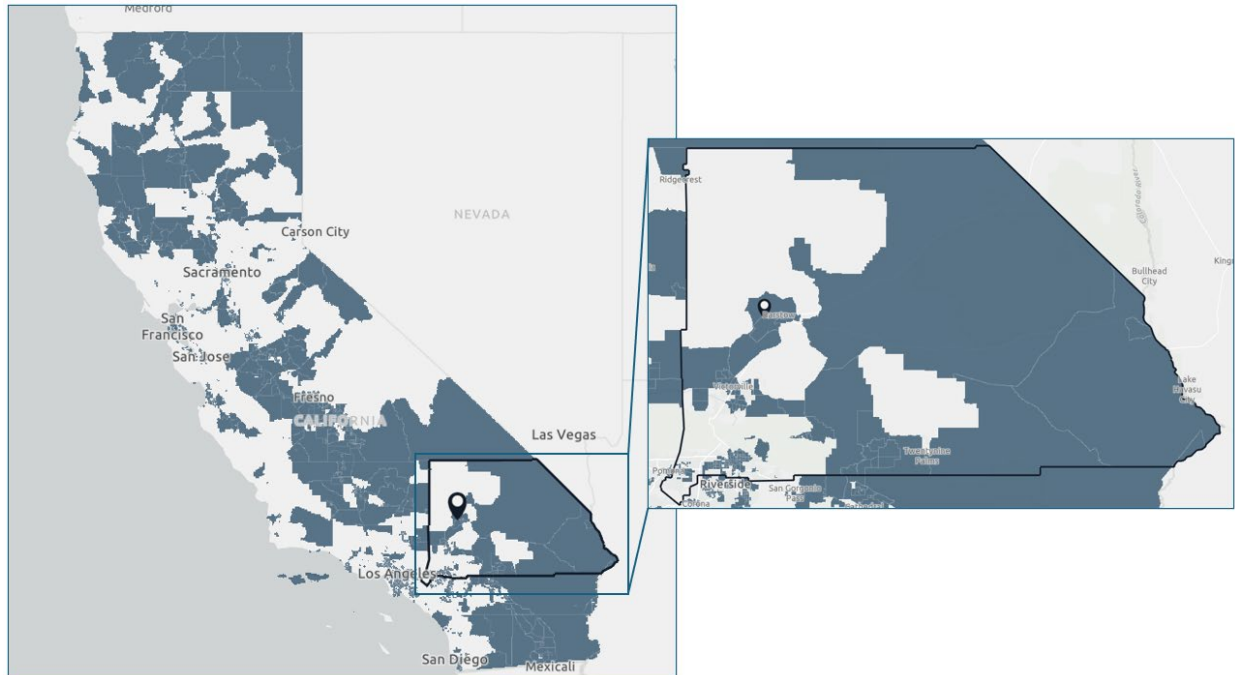


Figure 3 - Project Site Location and Surrounding DACs (Blue are CEJST DACS)

Project Uncertainties and Scalability

To achieve the program's objectives and meet all relevant program requirements, the minimum funding amount should cover the installation of at least 45 DC fast charging ports. However, it is designed to be scalable, enabling the addition of more charging ports and advanced technologies as required. The Project has been designed with the flexibility to add more ports as market demand increases according to California Government Code sections 65850.7 and 65850.71, which provides for the installation of additional chargers on a ministerial, non-discretionary basis. The size of the site allows the addition of hydrogen or other future technologies should they emerge, subject to appropriate land use approvals. This scalable approach ensures that the Project can adapt to changing needs and opportunities without significant delays or additional bureaucratic hurdles while minimizing incremental costs. The Project site can accommodate up to 120 DC fast charging ports, allowing for considerable expansion potential.

If reduced funding is given, Table 2 shows the relationship between the reduction in Federal CFI Funds awarded and the scale of infrastructure. It shows the requested CFI Federal Funding amount in increments of 10% decreases (100% to 50% of Total Requested Funds). With each step down in funding from CFI, the total project scope as a percentage of total capital expenditure can be seen, and in addition, the reduction in the renewable energy aspects of the proposed site can be seen. It is important to note that the decrease in Solar PV and Battery Energy Storage Systems (BESS) is a potential risk in the long-term viability of Projects as a hedge to utility electricity pricing from Southern California Edison and potential raises in pricing, making EV charging rates

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unaffordable to fleets that choose to electrify and reduce pricing under Time of Use (TOU) rate schedules.

Table 2 - Scalability of Funds

Awarded Federal (CFI) Grant Funds	Reduction in Overall Project Scope	Reduction in Solar PV and Battery Systems
\$ 33,782,835.00	0%	0%
\$ 30,404,551.83	7%	12.50%
\$ 27,026,268.29	12%	25%
\$ 23,647,984.76	17%	37.50%
\$ 20,269,701.22	22%	50%
\$ 16,891,417.68	27%	63%

Traffic and Pedestrian Safety

The Project Team will ensure this Project meets or exceeds all traffic and pedestrian safety requirements. It will appropriately mitigate any safety risks introduced by implementing the following measures for all users, including pedestrians accessing nearby destinations:

The Project Team will build walkways wide enough to handle any potential pedestrian traffic. The site will include the following: **LED Lighting:** Suitable LED lighting will be installed to ensure visibility and safety day and night. This approach will help reduce accidents and enhance the security of the area. **Signage and Surveillance Cameras:** Adequate signage and surveillance cameras will be provided to monitor activity, creating an additional sense of security for users. This strategy will help in deterring criminal activities and improving overall safety. **EV Chargers:** EV chargers will be installed with manufacturer-recommended working spaces for safe access, considering cable reach. Charger locations will be optimized to align with the charging port of expected vehicles, ensuring user safety and convenience. **Electrical Design Compliance:** The electrical design will adhere to relevant standards and codes, including the National Electrical Code (NEC) and NFPA 70E. This approach will minimize the risk of electrical hazards. **Pull-through Parking for Trailer Trucks:** Implementing pull-through parking for trailer trucks will create a predictable traffic flow, eliminating the need for backing up. This strategy will reduce the risk of accidents and enhance overall user safety. **Pedestrian Safety Measures:** To protect pedestrians accessing nearby destinations, appropriate crosswalks, pedestrian signals, and barriers will be installed. This approach will ensure safe passage and minimize the risk of pedestrian accidents. **Risk Identification and Mitigation:** The Project will identify and mitigate any significant safety risks to the extent practicable before receiving funds. This method includes conducting thorough risk assessments and implementing necessary safety measures to address potential hazards. **Safe Systems Approach:** The Project will support the goal of achieving zero roadway deaths through a Safe Systems Approach, as outlined in the NRSS52. This strategy includes designing infrastructure accommodating human error, implementing speed management strategies, and enhancing vehicle and road user safety.

By incorporating these measures, applicants will ensure the safety of all users and not negatively impact the overall safety of the traveling public. These steps will contribute to a safer environment and align with the goal of zero roadway deaths.

EV Infrastructure Experience

Skycharger, a subsidiary of Skyview Ventures, is exceptionally qualified for this Project due to its extensive experience and proven success in designing and deploying electric vehicle supply equipment ("EVSE"). Founded in 2008, Skyview Ventures specializes in renewable energy investments. It has invested over \$100,000,000 in developing and building renewable energy assets. Skycharger, the largest non-original equipment manufacturer (OEM) owner of DC fast chargers in California, has a solid track record of implementing large-scale EV charging Projects, such as deploying 146 charging stations for Frito Lay in Torrance, California. Skyview Ventures, through its subsidiary Skycharger, has been actively deploying more than 150 locations with publicly available EV charging infrastructure in various communities over the past five years. Here is the summary of SkyCharger's network that it has designed, built, owned, operated, and maintained EV charging stations:

Category	Details
Total Number of Stations Installed	150+ stations
Total EVSE Provided	800+ units
Average EVSE per Location	5.3 units
Geographical Coverage	California, New York, Pennsylvania, Massachusetts
Largest Single Installation	Pepsi Torrance DC: 146 EVSE units installed on November 30, 2023
Major Clients	Target, Romeo Toyota, Kohls (multiple installations across different locations)
Most Recent Project	Bowlero Bakersfield: 4 EVSE units installed on March 20, 2024

Project Timeline

Task Name	Start	Finish	Q1-'25	Q2-'25	Q3-'25	Q4-'25	Q1-'26	Q2-'26	Q3-'26	Q4-'26	Q1-'27	Q2-'27	Q3-'27	Q4-'27	Q1-'28	Q2-'28	Q3-'28
EPC Tasks																	
Owner Requirements	6-Jan-25	18-Sep-25															
Pre-Design Project Activities	6-Jan-25	27-Jun-25															
Design - Project Development Activities	19-Jan-25	7-Jul-25															
Long Lead Equipment Procurement	7-Jul-25	31-Dec-26															
Permitting	17-Nov-25	26-Jun-26															
Pre-Construction Development Activities	19-Jan-26	15-Jun-26															
Construction and Commissioning	15-Aug-26	29-Aug-27															
Other Tasks																	
Workforce Plan - Outreach and Recruitment	6-Jan-25	14-Dec-26															
Community Benefits Plan & Implementation	6-Jan-25	29-May-28															
Community Benefits and Workforce Development Report	29-May-28	29-Aug-28															

**II. Consideration of Public Accessibility
 Compliance with 23 CFR Part 680 Requirements**

The Project on Lenwood Road in Barstow, CA, is committed to adhering to the 23 CFR Part 680 requirements, published on February 28, 2023, which set the standards for deploying publicly accessible EV charging infrastructure. These requirements ensure that the Project meets federal guidelines for accessibility, interoperability, data sharing, and user convenience.

Strategic Site Selection and Accessibility: The Project site on Lenwood Road is strategically located near two major freeways: State Route 58 (~2 miles) and Interstate 1-15 (~3 miles). The site is ideally positioned to provide convenient charging services to vehicles traveling these routes. The proposed facility is located directly across Lenwood Road from the planned BIG Project and less than 1.5 miles from the Barstow railyard. This location addresses a significant gap in the charging infrastructure, especially for MDHD electric vehicles. The site's proximity to electric

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utility points capable of supporting heavy-duty high-speed chargers is critical in meeting 23 CFR Part 680 requirements for site selection and utility access.

All proposed fast-charging dispensers will have one Combined Charging System (CCS) type 1 and one Tesla-type North American Charging Standard (NACS) connector. Vehicle interoperability testing will be conducted with all major vehicle OEMs to ensure stations work as expected in the field. All selected hardware will be UL and CE-certified, and SkyCharger will ensure the chosen equipment vendor complies with the Open Charge Point Protocol (OCPP) and EV charging standards. SkyCharger will also provide 24/7 multilingual (English, Spanish, and French) customer service, including support for planned and unplanned downtime and payment collection, ensuring secure, convenient, fair, and equal access to the charging infrastructure.

Payment Method Flexibility: SkyCharger plans to select a preferred charging equipment and services vendor using a competitive solicitation process to ensure convenient and seamless public access. The chosen vendor will deploy a hardware and software solution that provides accessible payment methods, a customer service center to resolve issues, and marketing resources in multiple languages, including English, Spanish, and French. This information will cover prices, real-time availability, and locations.

Data Sharing and Transparency: The Project will implement robust data collection and sharing mechanisms to comply with federal requirements. The selected charging equipment and services vendor will be responsible for providing real-time data on charger usage, performance, and availability. This information will be made publicly accessible through various platforms, including online portals and mobile applications, ensuring transparency and allowing users to plan their charging activities effectively. The data sharing will adhere to privacy and security standards to protect user information while facilitating federal and state monitoring and reporting requirements.

Maintenance and Operational Excellence: The Project Team will maximize station uptime by coordinating maintenance activities and downtime with nearby stations. Ensuring high reliability and operational excellence is a cornerstone of 23 CFR Part 680. The Project will require the selected vendor to maintain individual chargers with a reliability rating of 97% and achieve an aggregate station reliability rating of 99%. The vendor will handle all aspects of site maintenance during its ownership and operation, including pavement, signage, striping, fencing, lighting, equipment maintenance, and any necessary improvements to the premises. These responsibilities will include covering operation and maintenance costs, utilizing Low Carbon Fuel Standard (LCFS) credit revenue, and implementing contingency plans to ensure uninterrupted service.

Public Engagement and Feedback Mechanisms: The Project will include continuous public engagement and feedback mechanisms to meet community needs and federal accessibility standards. Regular public meetings, workshops, and consultation sessions will be held to gather input from the community, particularly from disadvantaged and underserved populations. Feedback from these sessions will be used to make necessary adjustments and improvements, ensuring that the Project remains responsive to the needs of all users.

Sustainability and Resilience: Incorporating sustainability and resilience features, the Project will utilize renewable energy sources and battery storage systems to enhance operational continuity during grid failures and extreme weather events. These features align with environmental justice principles and the goals of 23 CFR Part 680 by improving air quality and reducing greenhouse gas emissions in regions heavily impacted by pollution.

Meeting Equity and Accessibility Requirements: The Project on Lenwood Road in Barstow, CA, is committed to meeting and exceeding equity and accessibility requirements through a comprehensive approach that integrates the principles of Standard ADA compliance, Executive Order 13985, and specific workforce development equity considerations.

Standard ADA Compliance: The Project will ensure that all infrastructure and services comply with the Americans with Disabilities Act (ADA). This approach includes designing charging stations with accessible features such as adequate space for wheelchair maneuverability, user-friendly interfaces at accessible heights, and clear signage. Additionally, pathways to the charging stations will be paved, well-lit, and free of obstacles, ensuring safe and convenient access for individuals with disabilities.

Advancing Racial Equity and Support for Underserved Communities: In alignment with Executive Order 13985, the Project will advance racial equity and support underserved communities throughout its lifecycle. This end will be achieved by:

1. Equity Assessment: Utilizing the Climate and Economic Justice Screening Tool (CEJST), the Project will identify and prioritize DACs and LICs within the Project area. This approach includes areas within Tribal lands, rural communities, and urbanized zones with significant disparities.
2. Inclusive Community Engagement: Engaging these communities through regular public meetings, workshops, and consultation sessions to ensure their voices are heard and their needs are addressed. Communication materials and events will be provided in multiple languages to cater to the diverse population, including the 43% of residents who speak a language other than English at home. **The Project Team has already held two community meetings on the overall Project — one in March and one in May (the public EIR scoping sessions). People who attended the sessions expressed support.**
3. Targeted Benefits: Ensuring that at least 40% of the Project funds benefit DACs by providing affordable and accessible transportation options, reducing pollution, and improving overall quality of life. This approach will directly impact the 188 census tracts in San Bernardino County identified as DACs for health, workforce development, legacy pollution, and transportation.

Workforce Development Equity Considerations: The Project emphasizes equitable workforce development by creating job opportunities and training programs for underrepresented groups, including women, people of color, people with disabilities, and individuals with convictions. Key initiatives include:

1. Job Creation and Training: The Project will create 176 temporary construction jobs and eight permanent full-time equivalent jobs, all compliant with Davis-Bacon prevailing wage requirements. By partnering with local educational institutions such as San Bernardino Community College (SBCC) and the workforce development board, the Project will offer

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Career and Technical Education (CTE) programs, host job fairs, and coordinate pre-apprenticeship training programs with local organized labor.

2. Supportive Services: Mentoring, career counseling, and job placement assistance ensure trainees can transition smoothly into the workforce and remain employed long-term. This strategy includes funding training stipends and scholarship programs through a community fund, which will disperse \$100,000 annually with a 2.0% annual escalation, totaling \$520,404 over the Project's 5-year performance period.
3. Local and Inclusive Hiring Practices: Adopting local hiring preferences to ensure the workforce reflects the community's diversity. This approach includes setting specific targets for hiring from DACs and prioritizing the inclusion of Disadvantaged Business Enterprises (DBEs), Minority-owned Businesses (MBEs), Women-owned Businesses, and 8(a) firms in procurement and contracting.

Ensuring Accessibility and Equity Throughout the Project Lifecycle: To ensure ongoing compliance and responsiveness to community needs, the Project will incorporate the following measures:

1. Regular Monitoring and Reporting: Implementing a robust monitoring system to track progress against equity and accessibility goals, including ADA compliance, community engagement effectiveness, and workforce diversity.
2. Feedback Mechanisms: Establishing channels for continuous community feedback, allowing for adjustments and improvements based on input from underserved populations.
3. Sustainability and Resilience: Utilizing renewable energy sources and battery storage systems reduces environmental impact and ensures operational continuity during grid failures and extreme weather events. This method aligns with the principles of environmental justice by improving air quality and reducing greenhouse gas emissions in highly impacted areas.

By adhering to 23 CFR Part 680 requirements, the Project will ensure the successful deployment of equitable, accessible, and interoperable EV charging infrastructure. This commitment will enhance the Project's impact, fostering sustainable economic development and creating a more inclusive, equitable community with secure and convenient access to EV charging.

III. Outcomes from Collaborative Engagement

Collaborative engagement with stakeholders such as automobile manufacturers, utilities, infrastructure providers, technology providers, fuel providers, metropolitan planning organizations, states, Indian tribes, local governments, fleet owners, shared mobility operators, labor organizations, infrastructure construction suppliers, and multi-state and regional entities will drive several key outcomes for EV charging and alternative fuel infrastructure.

Fostering Enhanced, Coordinated Public-Private or Private Investment: Partnerships with automobile manufacturers like Tesla, GM, and Ford will drive demand for EV infrastructure by committing to produce and sell EVs, investing in charging stations, and offering incentives for EV purchases. Utilities such as PG&E and Southern California Edison (SCE) will invest in grid infrastructure improvements and provide financial incentives for installing charging stations, ensuring reliable power supply and load management. Infrastructure and technology providers like ChargePoint, Siemens, and ABB will contribute through joint investments in cutting-edge

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charging and fueling technology, ensuring efficient and reliable infrastructure. Collaborations with hydrogen, propane, and natural gas fuel providers like Air Liquide, Ferrellgas, and Clean Energy Fuels will co-fund and build alternative fuel stations, expanding access to clean fuel options. Metropolitan planning organizations and local governments, including the Southern California Association of Governments, will streamline permitting processes and strategically select sites for infrastructure deployment, maximizing coverage and accessibility. Fleet owners and shared mobility operators, such as UPS and Lyft, will drive the need for extensive charging infrastructure by committing to electrifying their fleets and investing in its development.

Expanding Deployment: Engagement with states and Indian tribes, such as the California State Government and the San Manuel Band of Mission Indians, will ensure equitable infrastructure expansion into underserved and rural areas, prioritizing DACs/LICs. Fleet managers and fuel station owners/operators will enable rapid deployment in high-demand areas, supporting the transition to cleaner transportation options. Labor organizations like the International Brotherhood of Electrical Workers will collaborate on workforce training programs to expedite infrastructure deployment. Multi-state and regional entities will facilitate the creation of interoperable networks, ensuring seamless travel and consistent access to infrastructure across state lines.

Protecting Personal Privacy and Ensuring Cybersecurity: Technology providers, including Cisco and Fortinet, will implement advanced cybersecurity measures to protect user data and infrastructure from cyber threats. States and local governments will develop regulatory frameworks and standards to enforce privacy protections and cybersecurity for infrastructure providers. Public-private partnerships will develop best practices for data protection and cybersecurity, leveraging public and private sector expertise.

Ensuring a Properly Trained Workforce: The Project will leverage the expertise of local educational institutions, training programs, and labor organizations to develop a properly trained workforce, particularly in the Barstow region. The Inland Empire Electrical Training Center (IEETC), a joint Labor-Management training program supported by the IBEW Local unions #440 & #477 and the Southern Sierras Chapter National Electrical Contractors Association (NECA), will play a pivotal role in this effort. The IEETC offers rigorous apprenticeship programs, including the Inside Wireman program, which consists of five years of classroom-related study and 8,000 hours of paid on-the-job training, and the Sound & Telecommunications program, which includes three years of research and 4,800 hours of paid on-the-job training. These programs ensure that apprentices gain practical experience under the supervision of qualified journeymen, leading to the development of highly skilled and competent electricians and sound installers.

The Project will also support specialized training initiatives such as Helmets to Hardhats, the Veteran Electrical Entry Program (VEEP), and the Women in Renewable Energy (WIRE) program, which are designed to provide targeted training and career opportunities for veterans, women, and other underrepresented groups. These programs will be integral in producing a diverse and skilled workforce capable of supporting the installation and maintenance of infrastructure related to the Project.

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Coordination with Barstow Community College will further enhance workforce development by integrating local educational resources into the training pipeline. The college will work closely with the IEETC to align curricula with industry standards and provide students with apprenticeship opportunities.

The International Brotherhood of Electrical Workers (IBEW) will prioritize local residents for job opportunities. With 50% of the local IBEW membership residing in the high desert region around Barstow, consisting of 1,400 members, the Project will provide significant employment opportunities for the local workforce. The Electrical Vehicle Infrastructure Training Program (EVITP), a standard training program offered through IBEW, will be a key component of the training provided to ensure that workers are equipped with the necessary skills to support the deployment of EV infrastructure.

Industry partners will also contribute to this effort by creating on-the-job training programs and continuous education opportunities, helping to keep the workforce skilled and adaptable to evolving industry needs. The Project will be supported by government and non-profit organizations, such as Grid Alternatives, which will provide grants, scholarships, and funding for training programs, particularly focusing on disadvantaged communities.

Job Creation: The Project will create 176 temporary construction jobs, focusing on hiring from local communities and targeting DACs/LICs. Additionally, it will generate eight full-time equivalent jobs, including high-paying union positions in maintenance and operations. The Project emphasizes targeted hiring of individuals facing employment barriers and from DACs/LICs, with specific targets for DBEs and MBEs, projecting significant spending to support these businesses.

Community Meetings: Numerous community meetings will be conducted throughout the Project lifecycle, focusing on DACs/LICs and areas impacted by the Project. Educational topics will cover ZEVs, decarbonization, clean energy, solar energy battery storage, and EV infrastructure. Meetings will include in-person workshops, virtual seminars, and interactive sessions to maximize participation, ensuring accessibility for people with disabilities and providing multilingual support. Substantial funds will be allocated to support community engagement activities, including stipends for local artists and educational workshops.

Workforce Training: The Project aims to train many local workers in EV charger installation, maintenance, solar power systems, and construction. Multiple training sessions and workshops will be conducted with labor organizations to provide apprenticeship and pre-apprenticeship programs, ensuring high-quality training and career advancement opportunities.

By incorporating these strategies and outcomes, the collaborative engagement with stakeholders will drive the successful deployment of EV charging and alternative fuel infrastructure, fostering investment, expanding deployment, ensuring cybersecurity, and developing a skilled workforce.

IV. Station Site Considerations

The site includes graded and paved parking stalls to enable the safe pull-through of MDHD EVs. The onsite service area will have food service, a convenience store/restaurant, public restrooms (open 24/7), showers, and WIFI. The site will have solar canopies covering the charging stations

and each parking spot so drivers can charge their vehicles out of the elements and in the shade. Canopies will be built with a minimum clearance of 14 feet to accommodate large vehicles, such as semi-trailers. The site will be well-lit and properly monitored for security purposes. SkyCharger will hire a local firm to provide security.

Additionally, the Project will have the necessary spots to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). Appropriate signage will be placed to inform workers and the public of cameras on the premises. The public will access a map through an app indicating charger location, pricing, and availability. A variety of payment options and point-of-sale methods will be made available, and accessibility will be prioritized for people with disabilities and with limited English proficiency.

V. Infrastructure Adaptability

The Project Team has designed the site to ensure infrastructure installation that can be responsive to technology advancements, such as accommodating autonomous vehicles, vehicle-to-grid technology, and future charging methods (23 U.S.C. § 151 (f)(4)(A)(iv)). The site will use 1000v architecture to accommodate the next generation of super-fast chargers.

Additionally, innovative technology to be implemented at the site includes the BESS and accompanying energy management software. The energy management software will combine predictions of vehicle charging demand with the availability of solar to optimize the use of the BESS. Energy management software can minimize the power drawn from the grid, enabling lower operating costs and emissions. These predictive analytics will continuously be refined for time-of-day peaks and seasonal highs and lows. The battery will also allow us to return power to the grid during peak demand. A parallel effort will be taken to identify opportunities to include vehicle-to-grid charging equipment. This approach will consist of analyzing the charging demand and availability of solar power to determine where additional energy from vehicles would have the greatest possible benefit. The results will be evaluated and presented to truckers through the planned engagement mechanisms. The assessment and engagement activities will ultimately empower the Project Team to include vehicle-to-grid charging equipment in future phases of site development.

I. Long-term Operations and Maintenance

SkyCharger will be responsible for all aspects of site maintenance during the Project's lifetime. It will have spare chargers and parts onsite to ensure consistent uptime. SkyCharger will also have a maintenance contract (20 years), which typically is with the installer/contractor. Maintenance contracts will be reviewed on the term expiration of the contract and annually for performance. Due to the standard contract term that SkyCharger uses, its commitment to long-term operations is evident. Maintenance includes upkeep of pavement, signage, striping, fencing, lighting, equipment, and any improvements to the premises, as well as paying for operation and maintenance costs, including any plans to use LCFS credit revenue and contingency plans.

II. Emissions Reduction Estimate

The Project cost-effectively reduces greenhouse gases (GHG) related to MDHD vehicle operation. The site is expected to achieve 4% utilization in 2027, increasing to 50% by 2041. Over a 20-year operating period, the over 581,871 MWh of energy provided for public MDHD charging will

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reduce emissions by 1,057,834 Tons of CO₂e (mTCO₂e). Table 2 outlines the expected utilization and resulting energy provided by the opportunity chargers from scheduled installation in 2027 through subsequent phases of the region's transition to zero-emission trucks.

Table 3 - Forecasted Charging Station Utilization

Year	Annual Charging Station Utilization Rate	Annual Energy Consumption (MWh)	Annual GHG Reduction (mTCO ₂ e)
2027	4.00%	4,336	7,882
2028	4.80%	5,203	9,459
2029	5.76%	6,244	11,350
2030	6.91%	7,492	13,622
2031	8.29%	8,991	16,346
2032	9.95%	10,789	19,614
2033	11.94%	12,947	23,537
2034	14.33%	15,537	28,246
2035	17.20%	18,644	33,894
2036	20.64%	22,372	40,673
2037	24.77%	26,847	48,808
2038	29.72%	32,217	58,570
2039	35.66%	38,660	70,284
2040	42.80%	46,392	84,340
2041	50.00%	54,200	98,535
2042	50.00%	54,200	98,535
2043	50.00%	54,200	98,535
2044	50.00%	54,200	98,535
2045	50.00%	54,200	98,535
2046	50.00%	54,200	98,535
Total	-	581,871	1,057,834

Table 4 - AFLEET Tool Results

AFV Fueling Infrastructure	GHGs						Fuel		
	(short tons)	CO (lb)	NO _x (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	SO _x (lb)	Dispensed (fuel unit)	Fuel (Unit)
DCFC EVSE	705.0	1,828.6	2,857.9	24.5	22.6	127.2	5.2	1,260,000	kWh

III. Improvement of AFCs

Two major freeway routes are nearby: State Route 58 (~2 miles) and Interstate 1-15 (~3 miles). The site is ideally positioned to provide convenient charging services to vehicles traveling these routes. I-15 has been identified as a Proposed Priority Clean Freight Corridor by the California Transportation Commission. State Route 58 is designated as a future Corridor on which trucks drive to and from the California Central Valley to Texas. State Route 58 to the north of the site and west of the interchange with I-15 has a Truck Annual Average Daily Traffic (AADT) of 7,602 trucks, of which 6,450 are five axles. I-15 west of the interchange with State Route 58 has a Truck AADT of 1,674, with 1,131 being five axles. On State Route 58 at the interchange with I-15, Truck

AADT, daily truck volume is 6,154, of which 5,126 are five axles.⁴ With the construction of the BNSF BIG Project, the Project Team believes the number could double by 2040. By creating mechanisms for all truckers to transition to MDHD EVs, SkyCharger will generate demand for charging in a mutually beneficial manner for all parties. Truckers will be provided equitable access to zero-emission technologies; communities will benefit from lower pollution burdens, and infrastructure utilization will grow sufficiently to leverage economies of scale.

IV. Requested Funds and Focus Areas

The Project Team understands that the ability of MDHD fleets to transition to and operate EVs will depend on the cost of charging the vehicles. MDHD EVs are more expensive than their diesel counterparts, even after grant funds and rebates, meaning that lifecycle savings are required to make the transition economical in the long term. This idea implies that the price of charging along corridors needs to be minimized to encourage fleets to transition and create sufficient demand for the infrastructure. Beyond creating equity for electric truck operators, CFI funds enable the Project Team to direct significant resources toward workforce development and community benefits.

The Project directly supports the following program goals: 1) Demonstrate Build-Out of AFCs, 2) Zero Emission Corridors for MDHD Vehicles, and 3) Long Dwell Time Locations Along AFCs as follows: a) The Project directly aligns with the expansion of EV charging infrastructure for MDHD vehicles, a critical component of AFCs. The charging station, located near a major freight hub like BIG, will significantly contribute to building a national corridor network by supporting the electrification of long-haul transportation in a pivotal connector location. b) The Project drives the transition to zero-emission freight movement by providing charging infrastructure for MDHD vehicles. The Project will focus on enabling zero-emission movement of goods and connecting multimodal distribution hubs. By serving the needs of MDHD vehicles at a strategic location near BIG, the Project directly contributes to the development of zero-emission freight corridors. c) To address the challenge of long dwell times along rail connections at the BIG facility in Lenwood, the Project will implement a strategic approach by splitting the chargers into higher and lower capacity units. This approach will accommodate drivers' different schedules and mitigate extended stop durations. By providing both high-capacity and lower-capacity chargers, the Project Team can cater to drivers requiring rapid charging and those benefiting from extended, slower charging sessions. This flexibility will enhance driver convenience and ensure their varying needs are effectively met. Furthermore, integrating solar and battery energy storage could optimize charging operations and reduce costs. This approach aligns well with enhancing driver convenience at long dwell time locations and addressing cost efficiency. Solar energy can provide a sustainable power source for charging stations, and battery storage can help manage energy supply during peak demand periods, further reducing costs.

V. Innovative Payment Approach and Supplemental Data

The selected vendor will deploy a hardware and software solution that provides accessible payment methods a customer service center to resolve issues, and will produce marketing resources and information in multiple languages, including English, Spanish, and French, on prices, real-time availability, and locations. A variety of payment options and point-of-sale methods (including

⁴ https://gisdata-caltrans.opendata.arcgis.com/datasets/c079bdd6a2c54aec84b6b2f7d6570f6d_0/explore?location=34.878539%2C-117.099475%2C11.00

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credit card, Apple Pay, Google Pay "Tap to Pay," Smartphone "tap to charge," a toll-free phone number, and roaming through other EV charging network partners) will be made available.

SkyCharger acknowledges the need for quarterly progress reports tied to the SF-425 Federal Financial Report. The Project Team will diligently prepare and submit these reports, ensuring they comprehensively capture the financial status of the grant funds and provide transparency and accountability for the expenditure of these resources. Additionally, SkyCharger recognizes that as per 23 CFR 680.112(a)-(c) and 23 CFR 680.116(c), there may be further reporting obligations. It is committed to fulfilling these requirements should they apply to the Project. Specifically, it will ensure compliance with the following: 1) 23 CFR 680.112(a)-(c): This includes reporting on Project progress, expenditures, and performance measures in alignment with the federal regulations governing grant management and Project oversight. 2) 23 CFR 680.116(c): It will provide detailed reports on any environmental impacts, mitigation measures, and adherence to regulatory standards as required. As stipulated in section 3.ii, since the request exceeds \$10 million, the Project Team will maintain current and accurate information in the System for Award Management (SAM). This approach includes regular updates to the entity profile, ensuring that all data remains up-to-date and reflects any changes in Skyview Ventures or SkyCharger's organizational structure, financial standing, or Project scope. In reference to section 3.iii, the Project Team understands that there may be requests for additional reporting beyond the specified requirements. SkyCharger affirms its commitment to comply with any such requests, providing timely and accurate information as needed to support the effective management and oversight of the grant.

SkyCharger will offer FHWA access to the web-based dashboard and quarterly reports on usage and other key performance metrics in a CSV format and PDF document. The charger management system procured will track individual sessions, identify unique drivers, and calculate total and individual kWh used through extensive reporting capabilities. The reporting function will provide the FHWA with monthly reports throughout the grant period. Metrics for each station and in aggregate include:

Table 5 - Data Collection Metrics

Metric	Unit
Charge and session duration	hour
Energy delivered	kWh
Peak power delivered	kW
Applicable price for charging, including but not limited to electric utility tariff, electric vehicle service provider service contract, or public charger price	\$
Number of unique vehicles and frequency of repeat vehicles	#/hour
The utilization rate of equipment, calculated as occupied chargers over total chargers in service	#/hour
Uptime percentage	%
Avoided GHG emissions	mTCO2e

Moreover, the Project Team will report on the following qualitative Project features:

- Payment methods used
- Types of vehicles using the charging equipment

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- Major downtime, malfunction, or unavailability of equipment due to failure or maintenance

ii. Budget Information

I. Budget Description

The Project's total cost is \$50,077,001, of which \$33,782,835 is requested from the FHWA. The proposed match share is \$16,294,165. In addition to Skyview equity, anticipated sources of funding include the CARB Low Carbon Fuel Standard (LCFS) program, CARB Innovative Small E-Fleets (ISEF) program, the Federal Alternative Fuel Infrastructure Tax Credit, and the Federal Investment Tax Credit (ITC) for solar and battery storage. CFI funding is critical to bringing economic benefits to all truckers and driving the transition to zero-emission vehicles. Renewable energy generates approximately 20-30% more credits than grid-based electricity. This added value will be realized by deploying the onsite solar canopy and purchasing Renewable Energy Certificates (RECs) to offset 100% of electric truck charging with renewable, zero-emission electricity sources. Skyview also expects to pursue the PG&E EV Fast Charge Program and SCE Charge Ready Transport Program.

Table 6 - Overall Budget

Task	Cost	Responsible Entity	Subsidies
Planning, Engineering & Design, Permitting	\$1,949,171	Skychargers, LLC	\$1,036,540
Acquisition and Land Lease Costs for a Minimum 5 Years	\$4,512,816	Skychargers, LLC	N/A
Project Management, Construction Management, Commissioning, and Close-Out	\$1,303,030	Skychargers, LLC	\$651,515
Make-Ready and Civil Scope (trench, pads, foundations, paint, signage, landscape, etc.)	\$13,599,094	Skychargers, LLC	\$13,599,094
EV Charging - Hardware	\$5,320,908	Skychargers, LLC	\$4,256,727
EV Charging - Software and Prepaid Operation & Maintenance Costs for Minimum 5 Years	\$2,617,946	Skychargers, LLC	\$2,094,357
EV Charging - Installation	\$1,009,664	Skychargers, LLC	\$504,832
EV Charging - Balance of Systems	\$5,721,430	Skychargers, LLC	\$2,860,715
Solar PV - Hardware	\$4,783,657	Skychargers, LLC	\$3,826,926
Solar PV - Software and Operation & Maintenance Costs for Minimum 5 Years	\$305,910	Skychargers, LLC	\$244,728
Solar PV - Installation	\$781,770	Skychargers, LLC	\$390,885
Solar PV - Balance of Systems	\$3,738,900	Skychargers, LLC	\$1,869,450
Battery System - Hardware	\$2,390,623	Skychargers, LLC	\$1,912,499
Battery System - Software and Prepaid Operation & Maintenance Costs for Minimum 5 Years	\$546,777	Skychargers, LLC	\$437,422
Battery System - Installation	\$243,725	Skychargers, LLC	\$121,862
Battery System - Balance of Systems	\$731,174	Skychargers, LLC	\$365,587
Community Benefit Program (5 Years)	\$520,404	Skychargers, LLC	N/A

II. Cost Share

The Project Team is committed to fully complying with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as outlined in 2 CFR 200. This compliance framework will guide the administration and management of the Project to ensure efficient, transparent, and accountable use of federal funds. The full cost share amount will be provided by SkyCharger as outlined in Table 7.

III. Budget Table

Table 7 – Budget by Funding Source

Funding Source	Project Contribution Amount	Percentage of Total Project Cost	Status
Non-Federal Contribution	\$16,294,165	33%	Provided by SkyCharger
CFI Program	\$33,782,835	67%	Is Applying For
Other Federal Contributions	N/A	N/A	N/A

Table 8 - Funding Request Concerning NEPA Status

Pre-NEPA Activities	Fed. Fund. Request
Land use entitlements and CEQA certification [including technical studies (e.g., geotechnical & geohazard, biological resources, cultural resources, paleontology memo, air quality, VMT, etc.)], county fees and costs, and consultants to assist in processing and obtaining entitlements, preliminary civil engineering needed for entitlements (e.g., drainage study, etc.).	N/A
Post-NEPA Activities (i.e., final designs, ROW, construction)	Fed. Fund. Request
Planning, Engineering & Design, Permitting	\$1,036,540
Acquisition and Land Lease Costs for a Minimum of 5 Yrs.	N/A
Project Management, Construction Management, Commissioning, and Close-Out	\$651,515
Make-Ready and Civil Scope (trench, pads, foundations, paint, signage, landscape, etc.)	\$13,599,094
EV Charging - Hardware	\$4,256,727
EV Charging - Software and Prepaid Operation & Maintenance Costs for Min. 5 Yrs.	\$2,094,357
EV Charging - Installation	\$504,832
EV Charging - Balance of Systems	\$2,860,715
Solar PV - Hardware	\$3,826,926
Solar PV - Software and Operation & Maintenance Costs for Min. 5 Yrs.	\$244,728
Solar PV - Installation	\$390,885
Solar PV - Balance of Systems	\$1,869,450
Battery System - Hardware	\$1,912,499
Battery System - Software and Prepaid Operation & Maintenance Costs for Min. 5 Yrs.	\$437,422
Battery System - Installation	\$121,862

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Battery System - Balance of Systems	\$365,587
Community Benefit Program (5 Yrs.)	N/A

iii. Project Merit Criteria

Safety

The Project Team is committed to developing a safe and efficient MDHD charging station. This proposal outlines the comprehensive safety measures that will be implemented to mitigate risks and ensure the Project aligns with the NRSS62 Safe Systems Approach.

An initial risk assessment has been conducted to identify potential safety hazards associated with the Project. The site has been designed to incorporate numerous Mitigation Strategies to maximize safety benefits while mitigating negative impacts. These benefits will flow to all site users and the traveling public. Key areas of focus include:

Risk Category		Mitigation Strategies		
Traffic Safety: Increased vehicle traffic due to charging station patrons, potential for accidents, and impact on pedestrian safety.	Site Selection and Design: The charging station will be strategically located to minimize traffic disruption and ensure adequate visibility.	Clear Signage: Prominent and informative signage will be installed to guide drivers and pedestrians safely.	Adequate Lighting: Sufficient lighting will enhance visibility during nighttime hours.	Traffic Control Measures: If necessary, temporary traffic control measures will be implemented during construction to maintain safety.
Electrical Safety: High-voltage equipment, fire hazards, and electric shock risks	Equipment Compliance: All electrical equipment will meet or exceed industry safety standards and codes.	Regular Inspections: Routine inspections and maintenance will be conducted to identify and address potential electrical issues.	Emergency Shutdown Systems: Advanced emergency shutdown systems will be installed to mitigate fire and electrical hazards.	Fire Suppression Systems: Appropriate fire suppression equipment will be deployed based on local fire codes.
Environmental Safety: Potential for hazardous material spills, soil contamination, and impact on wildlife.	Spill Prevention and Control: Containment measures will be in place to prevent hazardous material spills.	Soil and Groundwater Protection: Best management practices will be followed to protect soil and groundwater quality.	Waste Management: Proper disposal of construction and operational waste will be ensured.	Wildlife Considerations: The Project will be designed to minimize impacts on local wildlife.

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<p>Public Safety: Vandalism, crime, and personal safety concerns</p>	<p>Security Measures: Surveillance cameras and adequate lighting will deter vandalism and crime.</p>	<p>Emergency Response Plan: A comprehensive emergency response plan will be developed and shared with local authorities</p>	<p>User Education: Clear instructions and safety guidelines will be provided to users to prevent accidents.</p>	<p>Collaboration with Local Law Enforcement: Regular communication and cooperation with local law enforcement will be maintained.</p>
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The Project Team is committed to supporting the goal of achieving zero roadway deaths through the following NRSS62 principles: **Safer Roads:** The charging station design will incorporate elements that improve road safety, such as clear sightlines and safe pedestrian access. **Safer Vehicles:** The Team will encourage using electric vehicles, which often have advanced safety features. **Safer Speeds:** Traffic calming measures will be considered to promote safe driving speeds. **Safer People:** User education and awareness campaigns will be implemented to promote safe behavior. **Post-Crash Response:** Emergency response plans and equipment will be in place to minimize injuries.

Climate Change, Resilience, and Sustainability

The Project has been designed to reduce GHGs significantly, incorporate climate resilience measures, and promote environmental justice throughout its planning and delivery stages. By leveraging the DOT Navigator Climate checklist, the Project Team ensured that the Project aligns with the National Climate Resilience Framework and incorporates evidence-based measures to maximize environmental benefits.

1. Reducing GHG Emissions: The electrification of MDHD vehicles will have a particularly impactful benefit in Lenwood, where ozone and PM2.5 pollution are prevailing challenges. Surrounded by mountains, San Bernardino County suffers from some of the nation's worst air quality and fails to meet federal health standards for ozone and particulate matter. By deploying 3.09 MW of solar power, 1 MW/4 MWh of energy storage, and 45 DC fast charging ports, the Project will support significant emissions reductions. Charging operations will produce zero emissions, powered by onsite solar and storage, with any excess energy needs met through RECs, a proven method for reducing greenhouse gas emissions. Over its 20-year lifetime, replacing diesel/gas MDHD vehicles on I-15 with electric MDHD vehicles will displace approximately 1,057,834 metric tons of CO₂e. Additionally, the Project will reduce 1,474 pounds of NO_x and 12 pounds of PM_{2.5} in its first year, with reductions increasing to 29,472 pounds of NO_x and 237 pounds of PM_{2.5} over 20 years, as calculated by the AFLEET Heavy-Duty Vehicle Emissions Calculator. This approach will significantly improve air quality for vulnerable populations near the corridor and in the San Bernardino County region.
2. Climate Resilience Measures: The Project incorporates evidence-based climate resilience measures. The current generation of solar photovoltaic (PV) technology, proven to reduce lifecycle greenhouse gas emissions, will be used extensively. The onsite decentralized solar generation will reduce reliance on fossil fuels, lower the potential for climate emergencies such as heat waves, droughts, and wildfires, and minimize strain on the state's grid during extreme

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weather events and other emergencies. The solar and storage systems will also ensure continuity of charging operations during grid failures, such as those caused by Public Safety Power Shutoffs (PSPS) enforced by PG&E and SCE in high-fire risk areas. These features address the Federal Flood Risk Mitigation Standard, enhancing the Project's resilience to natural disasters.

3. Environmental Justice and Community Benefits: Throughout its planning and delivery, the Project has considered climate change, resilience, and environmental justice. It specifically targets DACs to alleviate the disproportionate impacts of climate change and pollution. Focusing on DACs in Lenwood, the Project aims to improve air quality and public health outcomes in regions with some of the nation's worst air quality. The Project will also avoid adverse environmental impacts to air or water quality, wetlands, and endangered species by implementing best practices and environmental safeguards.
4. Prevention, Response, and Recovery: The Project's design prioritizes prevention, response, and recovery. Solar and energy storage systems will prevent interruptions in charging services during grid failures, rapidly responding to power outages and facilitating recovery by maintaining operational continuity. This approach will enhance the community's resilience to natural disasters and other climate-related challenges.
5. Lifecycle GHG Emissions from Project Materials: The Project minimizes lifecycle greenhouse gas emissions from its materials by utilizing solar PV and energy storage technologies. Participation in RECs further enhances these reductions, ensuring energy is as clean as possible.

In summary, the Project leverages evidence-based measures to reduce greenhouse gas emissions, improve climate resilience, and promote environmental justice. By focusing on prevention, response, and recovery and adhering to the DOT Navigator Climate checklist, the Project ensures sustainable and equitable benefits for the San Bernardino County region.

Equity, Community Engagement, and Justice⁴⁰

The Project site incorporates a thorough equity assessment to ensure it creates proportional impacts and removes transportation-related disparities for all populations in the Project area. Using the CEJST, the Project aims to demonstrate that at least 40 percent of the funds received under this program will benefit DACs. These DACs include areas within Tribal lands owned by Federally Recognized Tribes, rural communities outside of census-defined urbanized areas, disadvantaged communities in urbanized areas, and within a ½-mile buffer of a disadvantaged community in a census-defined urbanized area.

1. Equity Analysis and Proportional Impacts: The equity analysis indicates that 50.9% of San Bernardino County's census tracts are DACs, with significant populations categorized as low-income, facing legacy pollution, health challenges, and transportation disadvantages. Specifically, 246 tracts are in the 90th percentile for PM 2.5, and 69 are 90th percentile and above for diesel particulate matter exposure. These metrics confirm the Project's alignment with the CEJST and its targeted benefits toward DACs.
2. Meaningful Public Engagement: The Project includes a robust public involvement strategy to ensure meaningful engagement throughout its lifecycle. This strategy encompasses regular community meetings, site ribbon cuttings, community events, and county-level public comment meetings. Information and engagement materials will be provided in multiple

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languages to cater to the diverse and linguistically isolated populations, with 43% of residents speaking a language other than English at home. Collaborations with local community-based organizations (CBOs) and educational institutions like SBCC will further enhance community involvement.

3. Increasing Affordable Transportation Options and Improving Safety: The Project will deploy 45 high-speed chargers, 3.09 MW of solar power, and 1 MW/4 MWh of battery energy storage along FHWA-designated AFCs. This infrastructure will significantly increase affordable transportation options, particularly for MDHD trucks involved in goods movement. The closest alternative site for MDHD charging is approximately 50 miles away, making the new site crucial for reducing operational inefficiencies and supporting equitable access for small fleets and IOOs. By providing reliable and accessible charging infrastructure, the Project improves safety by reducing the need for long-distance travel to access charging, thereby decreasing road hazards.
4. Connecting Americans to Good-Paying Jobs: The Project is committed to creating 176 temporary construction jobs and eight permanent full-time equivalent jobs, all compliant with Davis-Bacon prevailing wage requirements. By partnering with SBCC and the local workforce development board, the Project will offer CTE programs, host job fairs, and coordinate pre-apprenticeship training programs with local organized labor. These initiatives will focus on underrepresented groups, including women, people of color, people with disabilities, and individuals with convictions, thus connecting Americans to good-paying jobs and promoting workforce diversity.
5. Fighting Climate Change and Improving Access to Resources: The Project will reduce emissions by 1,057,834 metric tons of CO₂e over its 20-year lifetime, eliminate all tailpipe emissions from electrified MDHD vehicles, and support significant reductions in NO_x and PM_{2.5}. Solar power and battery storage will further enhance the Project's sustainability and resilience, allowing continuous operation during grid failures and extreme weather events. These measures directly contribute to fighting climate change and improving local communities' overall quality of life.
6. Addressing Unique Challenges of Rural and Tribal Communities: San Bernardino County faces unique mobility and economic development challenges with its diverse and often isolated communities. The Project's targeted infrastructure investments will reduce transportation costs, improve traffic safety, and enhance connectivity for rural and Tribal communities, consistent with the DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative.
7. Integrated Land Use, Economic Development, and Transportation Planning: The Project supports integrated land use, economic development, and transportation planning to improve the movement of people and goods. By enhancing local fiscal health and facilitating greater public and private investments, the Project contributes to land-use productivity and rural main street revitalization. These efforts will increase the production or preservation of location-efficient housing, fostering sustainable and inclusive growth.

The Project on Lenwood Road in Barstow, CA, demonstrates a comprehensive approach to equity, public engagement, transportation improvements, job creation, climate change mitigation, and integrated planning. By addressing transportation-related disparities and promoting inclusive economic development, the Project ensures significant and lasting benefits for disadvantaged communities in the region.

Workforce Development, Job Quality, and Wealth Creation

The Project is committed to creating 176 temporary construction jobs and eight permanent full-time equivalent jobs, all of which are good-paying and comply with Davis-Bacon prevailing wage requirements. These jobs will be of high quality, supported by Project Labor Agreements (PLAs) that establish terms for wages, working conditions, and dispute resolution mechanisms, ensuring fair labor practices and allowing workers the freedom to join unions and benefit from collective bargaining. The PLAs are currently being developed, and insights from labor organizations like the IEETC and IBEW playing a key role in shaping these agreements.

The Project will involve key local partners, including the IEETC, the workforce development board, and SBCC, to enhance workforce development efforts. The IEETC, a joint Labor-Management training program supported by the IBEW Local unions #440 & #477 and the Southern Sierras Chapter NECA, will provide structured apprenticeship programs that offer on-the-job training and classroom instruction. These programs, such as the Inside Wireman and Sound & Telecommunications apprenticeships, will ensure that workers gain practical experience under the supervision of qualified journeypersons.

San Bernardino Community College will play a crucial role by offering CTE programs tailored to the needs of the Project. These programs will include specialized curricula developed in coordination with local organized labor, focusing on pre-apprenticeship training that prepares individuals for registered apprenticeships and good-paying jobs in infrastructure. This collaboration with the IEETC and the workforce development board will help coordinate job fairs and provide supportive services such as mentorship, career counseling, and job placement assistance.

The Project is committed to adopting local and economic hiring preferences to ensure that the workforce includes diverse individuals from the surrounding communities. Specifically, the Project will prioritize hiring from DACs and LICs, emphasizing including underrepresented populations such as women, people of color, people with disabilities, and individuals with convictions. The local IBEW, which has 50% of its membership in the high desert region around Barstow, consisting of 1,400 members, will be a key partner in ensuring that residents are given priority for job opportunities. The EVITP will be a standard component of the training provided through IBEW, ensuring that workers are equipped with the necessary skills to support the deployment of EV infrastructure.

Furthermore, the Project will prioritize using DBEs, MBEs, Women-owned Businesses, and 8(a) firms. Specific targets will be set for procurement and contracting with these businesses, ensuring that a significant portion of the Project's expenditures benefit local and minority-owned enterprises. The Project Team will collaborate with local chambers of commerce and business development organizations to identify and engage these firms, providing them opportunities to participate in the Project.

To support these goals, the Project will create a community fund to disperse \$100,000 per year to fund training stipends, scholarship programs, and other community allocations. This annual contribution, which includes a 2.0% escalation, will total \$520,404 over the Project's 5-year

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performance period. The fund will support workforce development initiatives, promote entrepreneurship, and ensure that the economic benefits of the Project are broadly shared within the community.

By implementing these strategies, the Project will create good-paying jobs with fair labor practices and promote investments in workforce development, support the entry and retention of underrepresented populations in infrastructure jobs, and foster local inclusive economic growth and entrepreneurship.

CFI Program Vision

The Project wholly supports the CFI program vision to equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community. It aligns with key program goals, including demonstrating the build-out of AFCs, establishing zero-emission corridors for MDHD vehicles, and targeting long dwell time locations along AFCs.

The Project specifically targets gaps in the current charging infrastructure, driving widespread adoption of EVs in the MDHD truck community, particularly among small fleets and IOOs who are at risk of being left behind due to high charging costs. By filling these charging gaps, the Project ensures equitable access and supports the MDHD truck community, especially those focused on goods movement.

Utilization of the existing infrastructure is not expected to increase sufficiently for at least 15 years without this Project and federal assistance. The Project's scope includes crucial components such as resiliency and workforce development, which would not be feasible without federal support. Installing solar power and battery energy storage systems enhances the resiliency of the charging stations, allowing them to remain operational during grid failures and extreme weather events, thus ensuring continuous service and supporting the community's preparedness and recovery efforts.

Furthermore, the Project's workforce development initiatives will create high-quality jobs and training opportunities, focusing on underrepresented groups such as women, people of color, and people with disabilities. By partnering with local educational institutions like San Bernardino Community College and collaborating with the workforce development board, the Project will offer CTE programs, host job fairs, and coordinate pre-apprenticeship training programs with local organized labor. These initiatives will help build a skilled local workforce, contributing to the long-term sustainability and success of the Project.

iv. Project Readiness and Environmental Risk Statement of Work

The Project Team is dedicated to completing all Project activities, tasks, and deliverables on time. Key tasks include grant administration, EVITP certification, site procurement and construction, workforce development, operations and maintenance, and data reporting.

The Team has actively engaged with SCE to secure electrical interconnections, supported by an Engineering Analysis Report (EAR) completed on February 28, 2024. This report confirmed 5 MW of initial capacity, with 3 MW available without upgrades and 5 MW requiring a 1.2-mile line extension. Beyond 5 MW, a new 28-mile distribution circuit will take up to 36 months to complete.

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The Project also plans to participate in SCE's Automated Load Control Management System (ALCMS) and integrate onsite solar PV and a battery energy storage system (BESS) to enhance grid resilience.

Project Approvals

The Project Team has been proactive in securing permits and utility power. The site is expected to receive EIR certification under CEQA, following technical studies and assessments conducted by Dudek, with no significant unmitigable impacts found to date. The Phase 1 environmental assessment revealed no significant environmental conditions. A formal application for land use entitlements, including rezoning, policy plan amendments, and conditional use permits, was submitted in June 2023 and deemed complete by San Bernardino County in October 2023.

Table 9 - Project Approvals, Site Assessments, and Permit Status

Category	Details
Project Approvals	Application for rezoning and amendments deemed complete (Oct 2023)
Public Engagement	Community meetings in March 2024 and May 2024; public support expressed.
Site Assessments	Phase 1 ESA was completed, and there were no significant environmental conditions.
Technical Studies	CEQA studies being undertaken; draft studies completed to date indicate no unmitigable impacts.
Permits	Countywide Plan/Policy Plan Amendment, Rezoning, Conditional Use Permit and other entitlements in progress
Environmental Impact Report (EIR)	Preparation is in progress; certification is expected by Q2 2025.

Expected Environmental Impacts

The Project will primarily attract zero-emission EV drivers, minimizing environmental impacts. A traffic impact study is underway, and existing utilities will serve the site without requiring additional land.

Table 10 - FHWA Environmental Risk Assessment

Category	Details
Traffic Impact	Study in progress; Project will attract zero-emission EVs.
Utilities	Existing infrastructure can supply initial power; upgrades required for additional capacity – see above. .
CEQA Compliance	Technical studies are underway, with a number of studies already completed; EIR certification is expected by Q2 2025.
Permits and Approvals	Formal application for land use entitlements is submitted and deemed complete.
NEPA Reviews	No NEPA approvals yet; process to align with CEQA completion

Construction Timeline - Site construction is expected to begin in the latter half of 2026, following EIR certification and approval of Project entitlements.

Risk Assessment and Mitigation

Table 7 presents a preliminary list of Project risks and mitigation actions planned.

Table 11 - Preliminary List of Project Risks and Mitigation Actions

Risk	Mitigation Action
Delays in permitting and construction	The Project Team is experienced with engaging local authorities, utilities, and stakeholders to understand and address regulatory requirements. The Team has been in preliminary contact with the AHJ to understand the best documentation required and expected review times to secure necessary approvals.
Delays in site electrical capacity	The Project Team has been coordinating with the electrical utilities to provide 20 megawatts of capacity at the site. This process has been underway since 2022 to ensure that the necessary upgrades are implemented on schedule. The Project Team also has experience using scaled temporary power solutions, which would be incorporated should the utility interconnection not be completed as planned.
Utility power interruption	The site will have a BESS supported by a solar-powered canopy capable of islanded operations. The capacity of the BESS will allow for continued full operation of the site for up to four hours, depending on the charging power demanded in an extreme weather event or Public Safety Power Shutoff (PSPS).
Lack of familiarity with EVSE	EVSE will be equipped with instruction labels in multiple languages (English, Spanish, French), user-friendly interfaces, and accessible customer support to ensure a positive user experience.
Lack of EVSE utilization	The site selected for this Project has significant Truck AADT values, existing fleets looking to electrify, and a critical lack of EV infrastructure. All of this supports the expected utilization of the planned charging stations. However, the Project Team will also leverage its supporting program, Transportation as a Service, to pair energy consumers with supporting infrastructure by enabling truckers to adopt MDHD EVs. This model limits risks associated with "build it, and they will come" approaches to infrastructure.