



EXECUTIVE COMMITTEE MEETING Regular Meeting Agenda

January 3, 2022
5:30 PM
6738 Dixon Street
Milton, FL 32570

- 1. Open Meeting**
- 2. Invocation**
- 3. Pledge of Allegiance**
- 4. Approval of Agenda for Additional Items**
 - Recommendation for Additional Items from Staff
 - Recommendation for Additional Items from Council
- 5. Recognitions, Special Presentations and Awards**
- 6. Public Hearings/Meetings**
- 7. Invited Speakers**
- 8. Persons to Appear**
- 9. City Attorney's Report**
- 10. City Clerk's Report**
- 11. Agenda Items**

Administration Department

Item # 2021-124
Reimagine Milton 2022

Item # 2021-126
City of Milton 2022 Event Calendar

Item # 2021-131
City of Milton Operation and Maintenance Policy Disc Golf Course

Information Technology Department

Item # 2021-127
Florida Local Government Information Systems Association (FLGISA) 2022
Winter Symposium

Planning Department

Item # 1820
Electric Vehicle Charging Stations and Infrastructure

Robert Leek
Ward III - Seat I

Policy for Appointment to Boards and Commissions

- 15. Council Reports**
- 16. Mayor Report: Heather Lindsay**
- 17. City Manager's Report**
- 18. Public Input**
- 19. Adjourn/Recess**

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise the City at least 48 hours before the meeting by contacting City Hall, 6738 Dixon Street, Milton, or by calling 983-5410.

"If any person decides to appeal any decision made by the board, agency, or commission, with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." FS 286.0105



Agenda Item # 2021-124

Reimagine Milton 2022

MEETING DATE

January 3, 2022

PREPARED BY

Stephen Prestesater

BACKGROUND

Reimagine World Wide, Inc. is a faith-based organization based out of Pensacola, Florida. Over the past few years, the organization has been holding its Reimagine Outreach programs at Carpenters Park, with food giveaways, games, inflatables, and prizes. In the past, the event was small, only utilizing a single pavilion. As the years went on, the event grew to encompass the entire Carpenters Park. Following the event in 2021, city staff informed the event organizers that the event will need to be moved to Jernigan's Landing to ensure the event can continue to grow in size and not take up space in the city park.

SUMMARY

Reimagine Milton is a FREE public event featuring: food giveaway (20,000 lbs), free lunch, free fishing lessons with free rods, free carnival train rides, free baby diapers, free, HIV testing on-site, free clothing giveaway, and free hugs and prayers. The event is scheduled for March 26 from 9 a.m. to 1 p.m. Reimagine World Wide will pay for the use of all equipment.

RECOMMENDATION

Staff recommends approval of this event.

ATTACHMENTS

1. Reimagine Milton Park Paperwork



Special Event Permit Application

City of Milton

6738 Dixon Street, Milton FL, 32570

850-983-5400 pio@miltonfl.org

Instructions:

To process this application all applicable pages must be filled out completely and submitted to the City. Pages 1-6 are mandatory with every application. If you are requesting support and/ or sponsorship for your event, the City of Milton Outside Agency Funding Application is required in addition to this application. For questions about requirements, fees or the application process contact the Office of Economic Development.

Applicant & Event Organizer Information

☐ Individual

☒ Not-for Profit

☐ For Profit

☐ Charity

☐ Other: _____

Name of Organization:

Reimagine / Doors of the Word Ministry

Address:

2000 West Detroit Blvd

City:

Pensacola

Phone:

850-454-5280

Email:

linda@reimagineworldwide.org

Event PO:

Linda English

Phone:

850-454-5280

Email:

linda@reimagineworldwide.org

Event Information

☐ Concert

☒ Park Festival

☐ Street Festival

☐ Parade/ Procession

☐ Run/ Walk

☐ Sporting Event

☐ Sale/ Market

☐ Private Event/ Wedding

☐ Other: _____

Event Name:

Reimagine Milton

Event website/ Event Page:

www.reimagineworldwide.org

Event Location:

Jennigan's Landing

Event Date(s):

3/26/22 to 3/26/22

Time of Event: Day 1

9 AM to 1 PM

(Day 2 - Optional)

to _____

Setup Date & Time:

7 AM at 3/26/22

Teardown Date & Time:

1 PM at 3/26/22

Estimated Attendance:

1000-1,200

Is the Event Free to attend?

☒ YES

☐ NO

Special Event Questionnaire

Below are questions about the event. Please answer all questions and attach additional documents, if necessary, to the application.

Will a City park be utilized?	(page 3)	☒ YES	☐ NO
Will equipment from the City of Milton be needed?	(page 3)	☒ YES	☐ NO
Will you need the City's Stage?	(page 3)	☐ YES	☒ NO
Will there be amplified sound?	(page 4)	☒ YES	☐ NO
Will you need the City's portable restroom?	(page 3)	☐ YES	☒ NO
Will tents larger than 10'x10' be erected?	(page 4)	☐ YES	☒ NO
Will inflatable bounce houses be erected?	(page 4)	☒ YES	☐ NO
Will you be using water slides?	(page 4)	☐ YES	☒ NO
Will you need City Dumpsters/ Trashcans?	(page 3)	☒ YES	☐ NO
Will there be fireworks?	(page 4)	☐ YES	☒ NO
Will vendors be selling merchandise, food, or wares?	(page 4)	☐ YES	☒ NO
Will food be cooked at the event?	(page 4)	☒ YES	☐ NO
Will alcohol be sold or given away at this event?	(page 4)	☐ YES	☒ NO
Will animals/ pets be allowed at the event?	(page 4)	☐ YES	☒ NO
Will you be using State or County Roads?	(page 4)	☐ YES	☒ NO
Will temporary No Parking Signs be utilized?	(page 4)	☐ YES	☒ NO
Will EMT be on site?	(page 3)	☐ YES	☒ NO
Will you need security?	(page 3)	☒ YES	☐ NO
Will you require power on-site?	(page 3)	☐ YES	☒ NO
Will you require water on-site?	(page 3)	☐ YES	☒ NO

If you have answered YES to any of these questions, please see page 3-4 and select the items you request to use.

Do you have a Marketing Plan and if so, how will you notify surrounding businesses/ residents of your event? Thru through the local media

Have you prepared a to scale event map/ layout that meets all ADA parking and access requirements?
☐ YES ☒ NO

City Fee Sheet

(City Fees are the fixed cost for the use of its facilities, licenses, insurance, parks, equipment, etc.)

Location(s)/ Facility used at event:

- | | | | |
|--|---|---|-------|
| ☐ North Riverwalk | \$150 | ☐ North Willing Street | |
| ☐ South Riverwalk | \$150 | ☐ South Willing Street | |
| ☐ Entire Riverwalk | \$250 | ☐ North Elmira Street | |
| ☐ N Riverwalk Gazebo | \$50 | ☐ South Elmira Street | |
| ☐ S Riverwalk Pavilion | \$50 | ☐ Imogene Parking Lot | |
| ☒ Jernigan's Landing | (Downtown event location for the City of Milton. Select all applicable) | | |
| ☐ Riverside | \$100 | ☐ Festival Area | \$150 |
| ☐ Other: | | | |

Requested Items:

QTY

QTY

- | | | | | |
|---|-------------------|---|------------------|----------|
| ☐ Portable Restroom
(at Jernigan's landing) | \$250 | ☐ Portable Restroom
(at alternate location) | \$350 | |
| ☐ City Stage 14'x28' | \$350 | ☐ City Movie System | \$250 | |
| ☒ Live Music Licensing *** | \$200 | ☐ Movie Licensing *** | \$(at cost) | |
| ☐ Event Insurance | \$(at cost) | ☐ Barricades | \$100 per | _____ |
| ☐ Street Info Sign | \$250 per | ☐ Cones | \$10 per | _____ |
| ☐ Tables 6ft | \$5 per | ☒ Dumpster | \$50 per | <u>2</u> |
| ☐ Tables & Chairs D/S/R | \$100 | ☒ City Garbage Cans | \$10 per | <u>3</u> |
| ☐ Small Generator's | \$100 | ☐ Large Generator | \$250 | |
| ☐ Generator power distro | \$100 | ☐ Hose-bid water distro | \$100 | |
| ☐ City Hydrant tap fee | \$50 + meter rate | ☐ Fire/EMS (if available) | \$30hr / 2hr min | |
| ☒ Police (if available) | \$25hr / 4hr min | ☐ Public Works Crew | \$20hr/ 2hr min | |
| ☐ Other City Staff | \$25hr/ 2hr min | ☐ Street Sweeping | \$250 per sweep | |
| ☐ Electrical Activation | \$75 + meter rate | ☐ Event Clean-up | \$100hr | |
| ☐ Parade Package (including Police, Public Works, Planning and required street closures) | | | \$1,000 | |
| ☐ Concert Package (including light & sound production from our 3 rd party vendor) | | | \$1,600 | |

*Published music, movies, and other electronic art forms are protected by US Copyright and Trademark laws. Unauthorized use of copyrighted work is illegal.

**Must be free event, open to the public and located within the City Limits to access the City's ASCAP, BMI and SESAC License.

Ordinances & Special Requests

Tourism District and Downtown Milton Special Requests:

NOTE: Tourism District Special Request Applications must be received by the city sixty (60) days prior to the event. Events with Alcohol must submit ninety (90) days prior to the event.

I hereby request waiver of the following ordinances: *(only available in the Tourism District)*

☐ Open Container Ordinance (Section 6-27)

☒ Noise Ordinance (LDR Section III-5.16)?

☐ Animal Control Ordinance (Section 4-37(b))

☐ And/ or other Ordinance _____

I hereby request the following regarding the Blackwater River:

☐ Activate Boating Restricted Areas

☐ Activate 24-hour docking at the Riverwalk

I hereby request the use of Fireworks in the City of Milton:

☐ By selecting this box, you must complete the City of Milton Fireworks Display Permit Application

**note – Fireworks are subject to approval by the City Fire Chief and must be done by a licensed and insured pyrotechnics professional. Additional information will be provided.*

Time Period from when these requests will take place:

From: 9 AM Date: 3/26/22 To: 1 PM Date: 3/26/22

I hereby request that vendors be allowed to sell their wares at the event. All vendors know they must abide by all federal, state, county, and local laws regarding resell, sell of their ware. All vendors have their applicable license's available if requested. City will not be held liable. ☐ YES ☒ NO

Will this event require Road Closures? ----- ☐ YES ☒ NO

Stewart Street requires a separate FDOT application. A scheduled meeting with the Planning Department is required for a State Road Closure. Ensure you have your date/ time confirmed prior to submitting your information. The City will assist.

If so, please list street names:

1) _____ 2) _____
3) _____ 4) _____

Is this an annual Event? ☒ YES ☐ NO

If YES, list the date(s) requested for next year. Please note that requesting the date(s) on this application does not guarantee a hold or act as a confirmation of the requested date(s).

Requested event date(s): 3/26/22 Alternative Date(s): _____

Hold Harmless Agreement

For and in consideration of having been granted permission by the City of Milton to hold a Special Event within the City of Milton limits, the undersigned hereby agrees on behalf of the organization, to indemnify and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses in conjunction with loss of life, bodily injury or personal injury or property damage, including loss of use thereof, directly or indirectly caused by, resulting from, arising out of or occurring in connection with this permitted activity.

The undersigned also agrees to protect and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses, present, past or future which may be asserted by this organization, or any member of this organization, or any participant of third party arising out of or occurring in connection with this permitted event.

By the signature to this document the undersigned acknowledges that it understands the contents of this document and is voluntarily agreeing to its terms.

In witness whereof I have here unto set my hand and seal this 24th day of October in 2021

Name of Special Event Reimagine Milton
Date(s) of Special Event 9/26/2022
Name of Organization Reimagine / Doors of the Word Ministry
Event Organizers Name Linda English
Address of Organization 2000 West Detroit Blvd., Pensacola, FL 32534
Phone Number 850-454-5280
Email linda@reimagineworldwide.org

Printed Name

Signature

Linda English

Linda English

Internal Signatures Required for Approval:

Office of Economic Development: _____ Planning: _____

Public Works: _____ Police: _____ Fire: _____



Agenda Item # 2021-126

City of Milton 2022 Event Calendar

MEETING DATE

January 3, 2022

PREPARED BY

Stephen Prestesater

BACKGROUND

In 2021, city staff managed 31 city-organized events and 15 outside agency events. In addition, the city-sponsored Military Appreciation Month for the Blue Wahoos and staffed 11 baseball games. Additional events were scheduled but had to be canceled due to COVID-19. This puts the total number of events for the city at 57.

SUMMARY

The staff has prepared the 2022 annual event calendar for review and approval from the City Council. 36 known events are scheduled for this year, and we expect more to come up in the next few months. In addition, the city has renewed its sponsorship support of the Blue Wahoos and the Greater Pensacola Chamber for the Military Appreciation Month at the stadium. It is unknown how many events the city will have to staff at this time.

RECOMMENDATION

City Staff recommends the approval of the event calendar.

ATTACHMENTS

1. 2022 Event Calendar
2. Special Event Application - City of Milton 2022 Event Calendar

2022 Event Calendar

Dates are subject to change by the event organizers.



Event:	Date(s):	Event Organizer(s):	Location:
MLK Day Parade & Block Party	Jan 17	Carolyn McCray	Stewart St.
Milton Mardi Gras Kickoff Party	Feb 11	Krewe of Airship Pirates & City	Jernigan's
Milton Mardi Gras Parade	Feb 12	Krewe of Airship Pirates & City	Stewart to Jernigan's
Reimagine Milton	Mar 26	Reimagine Worldwide	Jernigan's
Bands on the Blackwater	Apr 1	City of Milton	Jernigan's
Bands on the Blackwater	Apr 8	City of Milton	Jernigan's
Bands on the Blackwater	Apr 15	City of Milton	Jernigan's
Bands on the Blackwater	Apr 22	City of Milton	Jernigan's
Bands on the Blackwater	Apr 29	City of Milton	Jernigan's
Military Appreciation Month	All May	Blue Wahoos / City of Milton	Blue Wahoos Stadium
Bands on the Blackwater	May 6	City of Milton	Jernigan's
Bands on the Blackwater	May 13	City of Milton	Jernigan's
Bands on the Blackwater	May 20	City of Milton	Jernigan's
Bands on the Blackwater	May 27	City of Milton	Jernigan's
SRC Memorial Day Ceremony	May 30	Santa Rosa County	SRC Memorial
Bands on the Blackwater	June 3	City of Milton	Jernigan's
Bands on the Blackwater	June 10	City of Milton	Jernigan's
Riverfest	Jul 4	SR Chamber of Commerce & City	Jernigan's
National Night Out	Aug 2	FL Dept of Health	Gracey Center
Waterfest	Aug 6	City of Milton	Jernigan's
Bands on the Blackwater	Sept 2	City of Milton	Jernigan's
Bands on the Blackwater	Sept 9	City of Milton	Jernigan's
Bands on the Blackwater	Sept 16	City of Milton	Jernigan's
Bands on the Blackwater	Sept 23	City of Milton	Jernigan's
Bands on the Blackwater	Sept 30	City of Milton	Jernigan's
Bands on the Blackwater	Oct 7	City of Milton	Jernigan's
Bands on the Blackwater	Oct 14	City of Milton	Jernigan's
MHS Homecoming Parade	?	Milton High School	Stewart St.
Bands on the Blackwater	Oct 21	City of Milton	Jernigan's
Ghost Walk	?	SR Historical Society	Downtown, Milton
Bands on the Blackwater	Oct 28	City of Milton	Jernigan's
Milton Fall Festival	Oct 29	City of Milton	Downtown, Milton
Fenner Ride	?	Big Brothers Big Sisters NWF	Gracey Center
SRC Veterans Day Parade	Nov 11	SRC Veterans Plaza	Stewart to Jernigan's
Light Up Milton	Dec 2	City of Milton	Downtown, Milton
Milton Christmas Parade	Dec 3	SR Chamber of Commerce	Stewart St.
Wreaths Across America	Dec 17	City of Milton	Milton Historic Cemetery



Special Event Permit Application

City of Milton

6738 Dixon Street, Milton FL, 32570

850-983-5400 pio@miltonfl.org

Instructions:

To process this application all applicable pages must be filled out completely and submitted to the city. Pages 1-6 are mandatory with every application. If you are requesting support and/ or sponsorship for your event, the City of Milton Outside Agency Funding Application is required in addition to this application. For questions about requirements, fees or the application process contact the Administration Department at City Hall.

Applicant & Event Organizer Information

☐ Individual ☒ Not-for Profit ☐ For-Profit ☐ Charity

☐ Other: City of Milton

Name of Organization: City of Milton

Address: 6738 Dixon St City: Milton

Phone: 850 983 5400 Email: pio@miltonfl.org

Event POC: Stephen Preskate

Phone: 850 983 5400 Email: pio@miltonfl.org

Event Information

☐ Concert ☐ Park Festival ☐ Street Festival ☐ Parade/ Procession

☐ Run/ Walk ☐ Sporting Event ☐ Sale/ Market ☐ Private Event/ Wedding

☐ Other: _____

Event Name: 2022 - City of Milton Event Calendar

Event website/ Event Page: @MiltonFL - www.miltonfl.org

Event Location: See attached Event Date(s) 11 to _____

Time of Event: Day 1 _____ to _____ (Day 2 - Optional) _____ to _____

Setup Date & Time: _____ at _____ Teardown Date & Time: _____ at _____

Estimated Attendance: 1000s Is the Event Free to attend? ☒ YES ☐ NO

All City events are free

Special Event Questionnaire

Below are questions about the event. Please answer all questions and attach additional documents, if necessary, to the application.

Will a City park be utilized?	(page 3)	☒ YES	☐ NO	
Will equipment from the City of Milton be needed?	(page 3)	☒ YES	☐ NO	
Will you need the City's Stage?	(page 3)	☒ YES	☐ NO	
Will there be amplified sound?	(page 4)	☒ YES	☐ NO	
Will you need the City's portable restroom?	(page 3)	☒ YES	☐ NO	
Will tents larger than 10'x10' be erected?	(page 4)	☐ YES	☐ NO	W. Souw. Events
Will inflatable bounce houses be erected?	(page 4)	☒ YES	☐ NO	W. U
Will you be using water slides?	(page 4)	☒ YES	☐ NO	W. Water Fest
Will you need City Dumpsters/ Trashcans?	(page 3)	☒ YES	☐ NO	
Will there be fireworks?	(page 4)	☒ YES	☐ NO	Riverfest & Light Up Milton
Will vendors be selling merchandise, food, or wares?	(page 4)	☒ YES	☐ NO	
Will food be cooked at the event?	(page 4)	☒ YES	☐ NO	
Will alcohol be sold or given away at this event?	(page 4)	☐ YES	☒ NO	
Will animals/ pets be allowed at the event?	(page 4)	☒ YES	☐ NO	
Will you be using State or County Roads?	(page 4)	☒ YES	☐ NO	W. Parades
Will temporary No Parking Signs be utilized?	(page 4)	☒ YES	☐ NO	
Will EMT be on site?	(page 3)	☐ YES	☒ NO	will be on call
Will you need security?	(page 3)	☒ YES	☐ NO	MPD for big events
Will you require power on-site?	(page 3)	☒ YES	☐ NO	
Will you require water on-site?	(page 3)	☒ YES	☐ NO	Water Fest

If you have answered YES to any of these questions, please see page 3-4 and select the items you request to use.

Do you have a Marketing Plan and if so, how will you notify surrounding businesses/ residents of your event? yes - Radio, Print, Social Media, Web Site, and
in person Marketing Strategies will be used for
all events

Have you prepared a to scale event map/layout that meets all ADA parking and access requirements?

☒ YES ☐ NO

All events will have a site map
& ADA Compliance.

City Fee Sheet

(City Fees are the fixed cost for the use of its facilities, licenses, insurance, parks, equipment, etc.)

Location(s)/ Facility used at event:

- | | | |
|---|-------|---|
| ☐ North Riverwalk | \$150 | ☐ North Willing Street |
| ☐ South Riverwalk | \$150 | ☐ South Willing Street |
| ☐ Entire Riverwalk | \$250 | ☐ North Elmira Street |
| ☐ N Riverwalk Gazebo | \$50 | ☐ South Elmira Street |
| ☐ S Riverwalk Pavilion | \$50 | ☐ Imogene Parking Lot |

Jernigan's Landing (Downtown event location for the City of Milton. Select all applicable)

- | | | | |
|---|-------|---|-------|
| ☒ Riverside | \$100 | ☒ Festival Area | \$150 |
| ☐ Other: _____ | | | |

Requested Items:

QTY

QTY

- | | | | |
|--|-------------------|---|----------------------|
| ☒ Portable Restroom
(at Jernigan's landing) | \$250(np only) | ☐ Portable Restroom
(at alternate location) | \$350(np only) |
| ☒ City Stage 14'x28' | \$350(np only) | ☒ City Movie System | \$250(np only) |
| ☒ Live Music Licensing ***\$200 | | ☒ Movie Licensing *** | \$(at cost)(np only) |
| ☒ Barricades | \$100 per _____ | ☒ Cones | \$10 per _____ |
| ☒ City Garbage Cans | \$10 per _____ | ☒ Dumpster | \$50 per _____ |
| ☒ City Tent (40'x40') | \$500(np only) | ☒ Variable Message Sign | \$250 per _____ |
| ☒ Large Generator | \$250 | ☒ Small Generator | \$100 |
| ☒ Generator power distro | \$100 | ☒ Hose-bid water distro | \$100 |
| ☒ City Hydrant tap fee | \$50 + meter rate | ☒ Electrical Activation | \$75 + meter rate |

Packages: These are requested items that come as a package.

- | | |
|---|---------------------|
| ☐ Parade Package (including Police, Public Works, Planning, signage & street closures) | \$1,000(np only)*** |
| ☐ Parade Package ("") – For-Profit Organization | \$2500 |

(Parade package requires event organizers to complete all necessary documents, schedule pre & post event meetings with city staff, provide a detailed map of the starting point, route, and end point, provide alternate dates, provide certificate of insurance for the event, and written approval for use from all parties in which the event will take place.)

Parades that utilize a state road will require a FDOT permit for use and can take months to receive.

*Published music, movies, and other electronic art forms are protected by US Copyright and Trademark laws. Unauthorized use of copyrighted work is illegal. **Must be free event, open to the public and located within the City Limits to access the City's ASCAP, BMI and SESAC License. *** np only stands for Non-profits only.

Ordinances & Special Requests

Tourism District and Downtown Milton Special Requests:

NOTE: Tourism District Special Request Applications must be received by the city sixty (60) days prior to the event. Events with Alcohol must submit ninety (90) days prior to the event.

I hereby request waiver of the following ordinances: *(only available in the Tourism District)*

- ☒ Open Container Ordinance (Section 6-27)
- ☒ Noise Ordinance (LDR Section III-5.16)
- ☒ Animal Control Ordinance (Section 4-37(b))
- ☐ And/ or other Ordinance _____

*- Requested For All Events
See event calendar for dates*

I hereby request the following regarding the Blackwater River:

- ☐ Activate Boating Restricted Areas
- ☐ Activate 24-hour docking at the Riverwalk

I hereby request the use of Fireworks in the City of Milton:

- ☒ By selecting this box, you must complete the City of Milton Fireworks Display Permit Application

**note - Fireworks are subject to approval by the City Fire Chief and must be done by a licensed and insured pyrotechnics professional. Additional information will be provided.*

Time Period from when these requests will take place:

From: _____ Date: _____

To: _____ Date: _____

Riverfest & Light UP Milton

I hereby request that vendors be allowed to sell their wares at the event. All vendors know they must abide by all federal, state, county, and local laws regarding resell, sell of their ware. All vendors have their applicable license's available if requested. City will not be held liable. ☒ YES ☐ NO

Will this event require Road Closures? ----- ☒ YES ☐ NO

Stewart Street requires a separate FDOT application. A scheduled meeting with the Planning Department is required for a State Road Closure. Ensure you have your date/ time confirmed prior to submitting your information. The City will assist.

If so, please list street names:

- 1) Willie St
- 2) Pine Street
- 3) _____
- 4) _____

Is this an annual Event? ☒ YES ☐ NO *Most are Annual Events*

If YES, list the date(s) requested for next year. Please note that requesting the date(s) on this application does not guarantee a hold or act as a confirmation of the requested date(s).

Requested event date(s): NP Alternative Date(s): _____

*Calendar to be provided for 2023 in
December of 2022.*

Additional Documents Required with Application

All events require an Event Site Map and copy of Insurance Certificate's 10 days prior. Below are additional documents that may be required to be submitted with the application. Application will be considered incomplete without these documents.

For additional information on what is required please contact the Administrative Office at City Hall.

☒ Event Site Map

☐ Event Race Route Map

☐ Parade Route & Alternate

Event organizers must provide a site map with vendor locations, portable restrooms, run/ walk route, etc. at the time this application is submitted. A detailed listing of all services is required for public awareness & safety.

☐ Insurance Certificate(s)

☒ Fireworks Application

☐ Other (any other agency)

☐ Tax Exempt Certificate and 501(c)3 Documentation *(if the entity is claiming tax exempt and/ or non-profit status)*

Rules & Regulations

Application Dates:

- The permit application process should begin at least 60 days prior to the event date. 90 days if alcohol is to be sold or given away. Parade application process should allow 6 months.
- Once all documents have been submitted, City Staff will schedule a meeting to review all information and ensure event organizers have met all requirements. Staff will at this time develop an Agenda Analysis for Councils review. Council will be informed during the Committee of the Whole meeting. This meeting takes place the third Thursday of every month.
- Each event will require Council's approval and organizers should attend *(if requesting support)*.

Cancellation Policy:

- Event application fees are non-refundable if the event is cancelled by the applicant.
- Although event application fees are non-refundable, if an event is cancelled due to inclement weather, the fee may be credited towards an alternate date. Event Organizers must inform the Office of Economic Development when cancelling any event. An alternate date must take place within one year of the original event date.

ADA Accessibility Guidelines:

- Event Organizers must make the event accessible to people with disabilities to the greater extent possible in compliance with the requirements of the American with Disabilities Act (ADA).
- Accessible parking must also be provided for persons with Disabilities. Information regarding accessible parking locations should be included as part of the event site map.

Clean-Up:

- It is understood that clean-up will be performed immediately following the event. Event site must be returned to its pre-event state. Failure to adequately clean-up event site may result in a fee. Adequacy of clean-up will be assessed by City of Milton Code Enforcement.

Hold Harmless Agreement

For and in consideration of having been granted permission by the City of Milton to hold a Special Event within the City of Milton limits, the undersigned hereby agrees on behalf of the organization, to indemnify and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses in conjunction with loss of life, bodily injury or personal injury or property damage, including loss of use thereof, directly or indirectly caused by, resulting from, arising out of or occurring in connection with this permitted activity.

The undersigned also agrees to protect and hold harmless the City of Milton, its subsidiaries, or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses, present, past or future which may be asserted by this organization, or any member of this organization, or any participant of third party arising out of or occurring in connection with this permitted event.

By the signature to this document the undersigned acknowledges that it understands the contents of this document and is voluntarily agreeing to its terms.

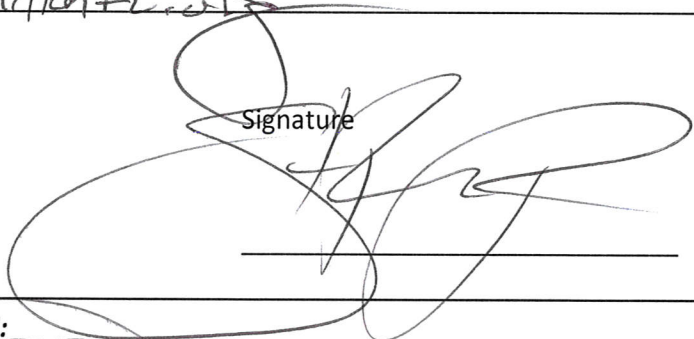
In witness whereof I have here unto set my hand and seal this 20 day of December in 2021

Name of Special Event 2022 - City of Milton Event Calendar
Date(s) of Special Event See Calendar
Name of Organization City of Milton
Event Organizers Name Stephen Prestesator
Address of Organization 6738 Dixon Street
Phone Number 888 - 983 - 5400
Email pio@miltonfl.com

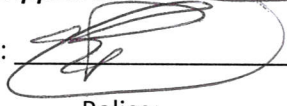
Printed Name

Stephen Prestesator

Signature



Internal Signatures Required for Approval:

Office of Economic Development:  Planning: _____
Public Works: _____ Police: _____ Fire: _____



Agenda Item # 2021-131

City of Milton Operation and Maintenance Policy Disc Golf Course

MEETING DATE

January 3, 2022

PREPARED BY

Randy Jorgenson, City Manager

BACKGROUND

There is a need to adopt an Operation and Maintenance plan for the city's disc golf course. The following is proposed:

Parks & Recreation Department Responsibilities

- Trash pick-up
- Toilet maintenance (portable toilets placed if needed)
- Monitoring level of use/vandalism
- Removing graffiti

Landscape Department Responsibilities

- Removal of trees/shrubs and ground cover where appropriate and mowing as required.

Clean-up and trash pick-up (Parks and Recreation): The Department shall ensure that those areas affected by course use are maintained in a condition that is free of trash and other deleterious materials. For trash pick-up, the Department will coordinate with Public Works as needed. Trash carried in should be carried out.

Maintenance of toilets: If a determination is made that portable toilets are needed, a minimum of two portable toilets would be placed in a suitable location. Parks and Recreation would be responsible for coordinating all activities regarding placement and maintenance.

Level of use, vandalism, and graffiti: The Parks and Recreation Department shall monitor the area for vandalism, graffiti, and course wear due to level of use. If such damage does occur, either within the area of the disc golf course or on property adjacent to the course, the Department shall be responsible for repair, or replacement of property or remediation/relocation in the event of excessive wear on the course. This responsibility will be shared with the Public Works Department as required.

Removal of trees/shrubs and unwanted ground cover and mowing: The Landscape Department shall remove any trees/shrubs or unwanted ground cover for the purpose of improving or modifying the course. Mowing shall occur as needed.

Illegal activity: The Disc golf course is subject to all City statutes as they pertain to parklands. The City shall post course rules at the beginning of the course, on a signboard provided by Parks & Recreation.

Insurance: The City shall maintain general liability insurance.

Special Events: A special events permit is required for tournaments within the park. Any provisional work or preparation deemed necessary will be part of the permit request. Special event permits are to be provided by Parks & Recreation, which shall define the responsibilities of the Permittee and City.

SUMMARY

See above.

RECOMMENDATION

Move to Council for Adoption.

ATTACHMENTS

None



Florida Local Government Information Systems Association (FLGISA) 2022 Winter Symposium

MEETING DATE

January 3, 2022

PREPARED BY

Stephen Ringl, IT Director

BACKGROUND

The Florida Local Government Information Systems Association holds two major conferences around the State of Florida each year. Each conference covers a variety of technical, security, and management topics. This year's conference schedule has been attached.

SUMMARY

This is a budgeted conference.

RECOMMENDATION

Staff requests council approval of travel for Mr. Ringl.

ATTACHMENTS

1. FLGISA-2022-Winter-FINAL

FLGISA 2022 Winter Symposium

Embassy Suites Lake Buena Vista South, Kissimmee, Florida

Tuesday, January 25, 2022		
1:00 pm - 5:30 pm	Registration Desk Open	
2:00 pm - 4:00 pm	Pre-Conference Session: TBD	Speaker: Dr. Ronald Sanders, Cyber Florida: The Florida Center for Cybersecurity
4:30 pm - 5:30 pm	Disaster Recovery Committee Panel Discussion	Moderator: Christophe St. Luce, City of Venice
5:30 pm - 6:30 pm	CPTM Program Graduation Reception	
Wednesday, January 26, 2022		
7:00 am - 5:00 pm	Registration Desk Open	Registration Desk
7:30 am - 8:30 am	Breakfast	Sponsor Showcase
8:30 am - 8:45 am	Welcome	President Keith Nowlin
8:45 am - 10:00 am	Keynote Session: Gripe: Reasons Why People Complain	Keynote Speaker: Will Bowen, Lamplighter, Inc.
10:00 am - 10:30 am	Refreshment Break	Sponsor Showcase
10:30 am - 11:15 am	Implicit Bias: Conscience Decision-Making: Becoming Aware of Your Inner Storyteller	Speaker: Kenston Henderson, Live With Lyfe, LLC
10:30 am - 11:15 am	Technical Topics Roundtable	Moderated by Ken Watson
11:30 am - 11:45 am	FLGISA Business Meeting	Moderated by President Keith Nowlin
11:45 am - 1:00 pm	Networking Lunch	
1:00 pm - 2:15 pm	Management Topics Roundtable	Moderated by Vice President Stevens
1:00 pm - 2:15 pm	Session: Zero Trust Architecture	Speakers: Michael Esquia, BlueAlly Technology Solutions
2:30 pm - 3:15 pm	Surviving a Major Software Audit	Speaker: Robert J. Scott, Scott & Scott LLP
2:30 pm - 3:15 pm	Cyber Insurance and the Changing Carrier Requirements	Speaker: Yolanda Williams, Cybersecurity & Infrastructure Security Agency
3:15 pm - 3:45 pm	Refreshment Break	Sponsor Showcase
3:45 pm - 4:45 pm	Cybersecurity Committee Panel Discussion	Moderated by Raheem Seecharan, City of Hollywood
5:00 pm - 6:30 pm	Networking Reception	
Thursday, January 27, 2022		
7:00 am - 11:30 am	Registration Desk Open	Registration Desk
7:30 am - 8:30 am	Breakfast	Sponsor Showcase
8:30 am - 8:45 am	Welcome	President Keith Nowlin
8:45 am - 9:45 am	Think Like a Hacker	Speaker: Ted Harrington, Independent Security Evaluators
9:45 am - 10:15 am	Refreshment Break	Sponsor Showcase
10:15 am - 11:30 am	Closing Keynote Session: Tactical and Practical Leadership	Keynote Speaker: Elizabeth McCormick, CSP, CVP, CW2 US ARMY RETIRED, Soar 2 Success International LLC

Sessions Titles and Session Times are subject to change



Agenda Item # 1820

Electric Vehicle Charging Stations and Infrastructure

MEETING DATE

January 3, 2022

PREPARED BY

Tim Milstead, Planning Director

BACKGROUND

The City is researching and attentive to the future of the automotive industry in regards to electric vehicles (EV's). Many major car manufacturers have pledged to transition to electric vehicles this decade with EV's expected to make up as much as 50 percent of all vehicle sales by 2030, necessitating community infrastructure improvements.

SUMMARY

The City estimates that EV infrastructure improvements will become necessary to facilitate transportation, tourism, and economic development. Level 2 public charging stations are in high demand in cities across the country. Electric fleet vehicles, charging stations, and alternative power sources increase the City's readiness to respond to emergencies and natural disasters.

Many Cities are investing in these improvements as they plan for the future. Through strategic planning, EV improvements can be utilized to upgrade old or deteriorating infrastructure. In the City of Los Angeles, existing streetlights have been upgraded to serve as EV charging stations. Lights are rewired and retrofitted with charging ports and lamps are upgraded to LED to maximize electrical output. Cost-savings are achieved by utilizing existing infrastructure and electrical outlets.

In the attached maps, staff have identified potential EV charging station locations in desirable use areas. EV charging stations can encourage economic development in commercial districts. EV drivers are likely to seek stores, restaurants, and entertainment while they charge their vehicles and spend more at those businesses on average.

Increasing gas prices and instability in the fossil fuel industry further pushes consumers towards electric vehicles. Grant opportunities aimed at facilitating EV infrastructure improvements and reducing carbon emissions are abundant and funding is increasingly becoming available.

Over the next decade, electricity will be increasingly generated by renewable energy, making the transition to electric vehicles more than just a tailpipe solution. By identifying other electrical infrastructure improvements that meet the goals of EV grants, the city could identify cost-savings and see energy independence. In example, as a natural gas provider the city could potentially incorporate a natural gas generator into the improvements that could be utilized to charge an electric vehicle fleet and generate power for city facilities. In a natural disaster, resources such as fuel and power can become scarce for weeks or months. The

power generated by natural gas is cleaner than other petroleum sources, more energy efficient, and increases the city's disaster preparedness.

In the attached maps, staff have identified potential charging station locations for the downtown area and municipal locations around City Hall and Carpenter's Park. The locations were chosen based on proximity to existing street-lights or outlets that could be upgraded and converted to charging stations at a lower cost than installing new infrastructure. Charging stations are often free or metered based on frequency of use and can be outfitted with a card reader or app-based payment system. On average users at a paid charging station pay a nominal fee of 3-5 dollars per hour of use. Additionally, more locations may be identified in commercial districts by partnering with interested business owners.

By investing in electrical vehicle infrastructure in the present, the city can plan strategically to identify cost-savings and key areas of focus. The City can elect to plan for potential nuisances, and incorporate multiple components to achieve an electric vehicle infrastructure plan that results in cleaner air, energy efficiency, and fits in stylistically with the historic cityscape.

The City of Milton Planning Department surveyed 76 businesses via phone interview for opinions on public infrastructure improvements related to electric vehicles; 17 businesses responded to the survey. Businesses surveyed included car dealerships, grocery stores, shopping plazas, full-service restaurants, hotels, hospitals, gyms, and downtown businesses on Willing St. See attached response.

The EV Charging Action Plan outlines actions of the government to implement federal funds for EV charging. More information will be rolling out in the coming months but one key take-away from this plan is that there will be a major focus on filling gaps in rural, disadvantaged, and hard-to-reach locations for EV charging. The White House has announced more detailed guidance for cities will be coming out by February 11th, 2022.

RECOMMENDATION

Staff awaits review and guidance from the Executive Committee.

ATTACHMENTS

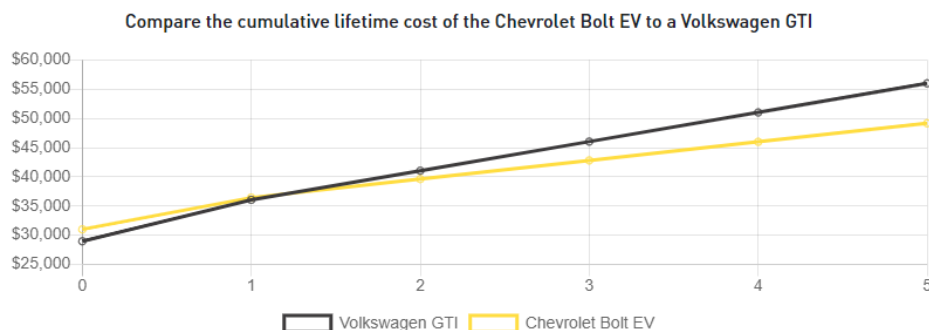
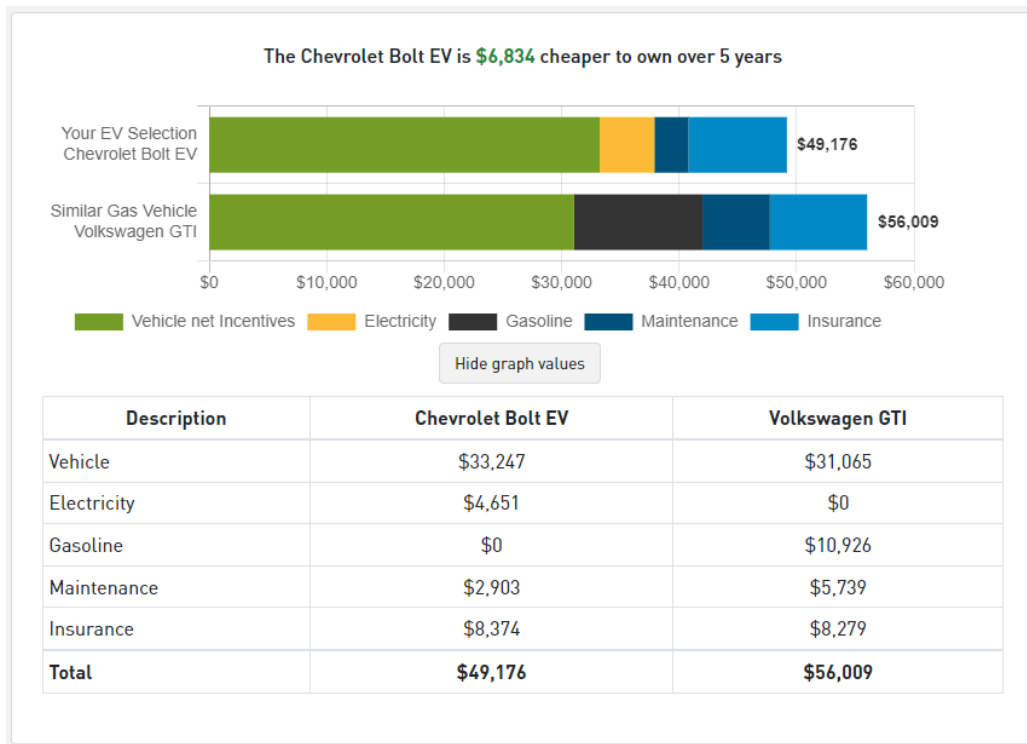
1. Electric Vehicle FAQ
2. Charging Locations Maps
3. Electric Vehicle Future
4. Guide to Federal Funding, Financing, and Technical Assistance for Plug-in Electric Vehicles and Charging Stations
5. EV Charging Station Survey and Funding Information



Electric Vehicle FAQ

What are the cost comparisons to similar gasoline vehicles?

- Staff utilized the PGE calculator which breaks down cost between EVs and similar fuel vehicles. On average EVs are cheaper to own over the lifetime of the vehicle. Consumers can expect to see significant savings not only in fuel, but also in maintenance. EV's have fewer moving parts, and therefore fewer major repairs. Batteries also have considerable warranties and commercial recyclers have come on the market to reduce the cost to consumers and reduce environmental impacts. You can view detailed breakdowns on cost comparisons for EVs at <https://ev.pge.com/vehicles>.



What options are available for charging stations?

- **Higher Return on Investment:**
There are a multitude of options for installation of charging stations and costs can vary greatly. Charging station retailers such as ChargePoint sell universal Level 2 charging stations that include sophisticated software that syncs to major apps and platforms to provide a user-friendly experience, lower maintenance costs, and greatest return on investment with app-based payment systems. These units have the greatest installation cost at 13k-15k per unit. Typically, these installations see a return on investment in 4-7 years on average.
- **Lower Upfront Costs:**
More affordable options are available for chargers that are not synced to a network. Smaller retailers such as Clipper Creek install chargers that have a lower up-front cost. These units are not metered and are typically used for fleet vehicles or free stations at grocery stores or shopping retailers. App-based payment options could be added but may not include the integrated user experience or see as much return on investment. Installation costs can vary from 2k-6k per unit not including payment systems.
- **Free or low-cost Proprietary Chargers:**
Some car manufacturers are offering free charging station installations. These are typically made for specific brand of vehicle and not universal such as Tesla Charging Stations. These may only be user-friendly for specific vehicle owners and offer less control for the City and consumers.
- **Leasing Options-**
Some major charging stations offer 5-year lease agreements for chargers. ChargePoint subscriptions are available at around 4k per year and a 5-year contract. These may have some lower up-front costs, but the units are not owned and therefore may not see a return on investment.

Where are users looking for charging stations?

- Typically, Chargers are going in at gas stations and major retailers with users spending 1-2 hours charging on average. Charging stations are in low supply in our area. With the prolonged wait time, users may prefer to charge in locations they can walk, shop, or enjoy to a gas station charging experience. Major gas stations and retailers such as Love's have pledged to add charging stations to all facilities. Fast chargers are becoming available that can charge vehicles in as little as 15 minutes but the high cost at over 100k per unit has most retailers using Level 2 at this time.

Average Charge Times?

- Level 1:
Most commonly used at home, these charges can plug into a regular wall outlet and charge slowly over a 10-hour period on average.
- Level 2:
Most frequently used in public spaces or shopping destinations. These moderately affordable chargers offer a 1-3 hour charging experience for a full charge.
- Fast-Charging Stations:
These are becoming available but require heavy investment. They offer a more expensive, faster charging experience in as little as 15 minutes. These will likely be in major gas stations when electric vehicle sales become a major share of the market.

Are Electric Vehicles really greener?

- Opinion varies but research show that electric vehicles produce less greenhouse gasses over the lifetime of the vehicle. Studies have shown that EV manufacturing creates more emissions than gasoline vehicles. These emissions are offset by the low output of emissions over the lifetime of the vehicle. The future of EVs however is expected to result in a significant reduction in emissions due to the increasing capabilities and transition of the energy companies to utilizing renewable energy sources. Overall, the batteries are the biggest contributor to an electric vehicles' emissions. Batteries from older factories in China are under-regulated and creating higher emissions. Those practices are changing. Car manufacturers are largely looking to control emissions in their supply-chain and new facilities will significantly decrease emissions. Commercial recyclers will also reduce the demand and footprint from cobalt and lithium mining which may be the biggest hurdle in the production process. Overall, the consensus is that electric vehicles are currently greener, producing less emissions over the vehicle's lifetime and are expected to become significantly greener than gas vehicles in the future.

<https://www.cnbc.com/2021/07/26/lifetime-emissions-of-evs-are-lower-than-gasoline-cars-experts-say.html>

Municipal Charging Stations

Potential Charging Locations



Downtown Charging Stations

Potential Charging Locations

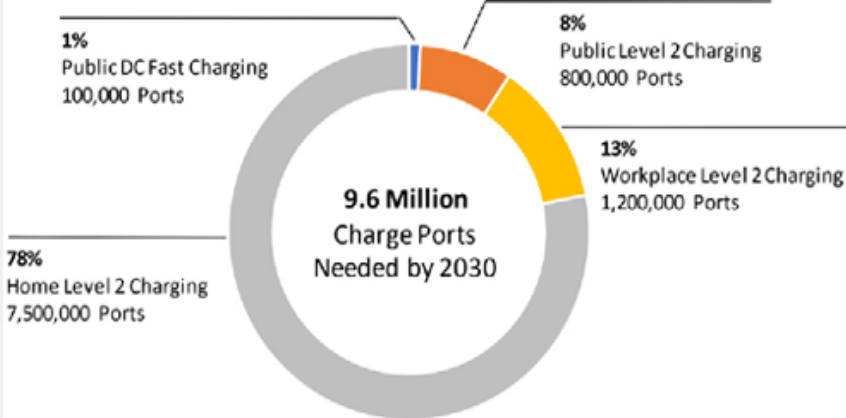


State of Florida, Maxar, Microsoft



Electric Vehicle Future

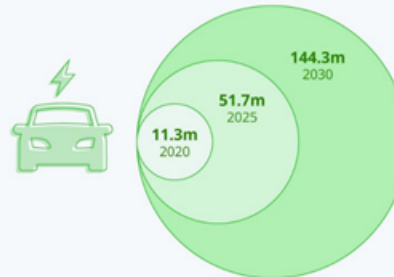
EV charging infrastructure in 2030 based on EEI/IEI forecast



As of Nov. 30, 2018.
Source: Edison Electric Institute and Institute for Electric Innovation

Electric Vehicle Market to Hit Ludicrous Mode

Projected number of electric vehicles driving globally up to 2030*



* Includes battery electric, fuel cell and plug-in hybrid cars, vans, buses and trucks.
Source: International Energy Agency



Forbes statista

GLOBAL ELECTRIC VEHICLE CHARGING STATIONS MARKET

Information sourced from The Business Research Company
thebusinessresearchcompany.com



The electric vehicle charging station market consist of sales of electric vehicle charging services. Electric vehicle charging stations provides charging facility to electric vehicles through alternating current (AC) and direct current (DC) charging. AC charging station consists of level 1 and level 2 charging. Level 1 charging station uses 120V AC current, level 2 Charging station uses 240V AC current to charge the vehicles.

Increasing Tax Incentives And Subsidies Given To Local Automakers To Produce Electric Vehicles Is The Main Driver Of The Market



Expected **Growth Rate** Through 2021

36%

Expected **Market Size** By 2023

\$15 Billion



Companies in the industry are increasingly offering ultra-quick charging capabilities of the direct current (DC) to aid performance optimization and ultra-fast-charge. The ultra-quick charging technologies of the direct current (DC) are used in electric vehicle charging stations to transfer current to electric vehicles through DC. DC fast charging or level 3 charging is capable of charging 80% of the electric vehicle battery within 20 minutes.

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Ford Goes All-In on Electric Vehicles

TURNAROUND AUTO

MODERNIZE EVERYWHERE

DISRUPT OURSELVES



Commercial Vehicles

FULL RANGE
zero emission capable
by 2024

2/3 OF SALES
expected to be all-electric
or plug-in hybrid
by 2030



Passenger Vehicles

FULL RANGE
all-electric or plug-in hybrid
by mid-2026

100% OF SALES
expected to be all-electric
by 2030

\$1 billion investment in new Ford Cologne Electrification Center

2019 2020 2024 2026 2030

Guide to Federal Funding, Financing, and Technical Assistance for Plug-in Electric Vehicles and Charging Stations

July 2016



This document was prepared by the U.S. Department of Energy and U.S. Department of Transportation

Funding and Financing Opportunities

This guidance document was collaboratively developed by the U.S. Department of Energy and Department Transportation to highlight examples of federal programs that support funding and financing for plug-in electric vehicles (PEVs) and charging infrastructure. For further information the Department of Energy’s Alternative Fuels Data Center provides a comprehensive database of federal and state programs that support plug-in electric vehicles and infrastructure: <http://1.usa.gov/29avJez>.

Funding Programs

- **U.S. Department of Energy/Energy Efficiency and Renewable Energy (EERE):**
 - **Clean Cities:** Within EERE’s Vehicle Technologies Office, the Clean Cities program advances the nation’s economic, environmental, and energy security by supporting local actions to reduce petroleum use and greenhouse gas emissions in transportation. The program releases annual open and competitive funding opportunities for cost-shared projects to significantly accelerate the deployment of alternative fuels and alternative fuel infrastructure. Program scope includes light-, medium-, and heavy-duty vehicles that use fuels such as biodiesel, electricity, E85, hydrogen, natural gas, and propane, as well as the fueling infrastructure needed to support them. Learn more about Clean Cities: <https://cleancities.energy.gov/>, visit the Vehicle Technologies Office financial opportunities page: <http://energy.gov/eere/vehicles/vehicle-technologies-office-financial-opportunities>, or search the EERE Exchange website for open funding opportunities: 1.usa.gov/1t9rBBk
 - **State Energy Program (SEP):** SEP provides “formula” grants to states to assist in designing, developing, and implementing renewable energy and energy efficiency programs. Each state’s energy office receives SEP funding and manages all SEP-funded projects. SEP also provides an opportunity for states to compete for funding of innovative ideas that highly leverage federal funding for specific high-impact market transformation projects.
 - Point of Contact: U.S. Department of Energy, Phone: (202) 586-5000, energy.gov/eere/wipo/state-energy-program
- **U.S. Department of Energy/Loan Programs Office (LPO):**
 - **Title XVII Clean Energy Loan Guarantees:** The Title XVII innovative clean energy projects loan program (Title XVII) provides loan guarantees to accelerate the deployment of innovative clean energy technology. The U.S. Department of Energy is authorized to issue loan guarantees pursuant to Title XVII of the Energy Policy Act of 2005. Loan guarantees are made to qualified projects and applicants who apply for funding in response to open technology-specific solicitations. The Title XVII loan program applies to a wide range of energy technologies and is currently accepting applications in response to the following open Title XVII solicitations:



Electric Vehicle Charging Stations. *Image source: Alternative Fuels Data Center (AFDC)*

- Advanced Fossil Energy Projects Solicitation
- Advanced Nuclear Energy Projects Solicitation
- Renewable Energy and Efficient Energy Projects Solicitation
 - Under the Renewable Energy and Efficient Energy Projects solicitation, there may be circumstances under which certain electric vehicle (EV) charging infrastructure, including associated hardware and software, may be a qualifying technology. Specifically, LPO has determined that EV charging facilities may properly be characterized under the Solicitation as Distributed Energy Projects that employ efficient electrical transmission or distribution technologies.

To be eligible for a Title XVII loan guarantee, a project must meet all of the following requirements:

- Be an “Eligible Project” as defined in an open solicitation in the technology area described therein.
- Employ new or significantly improved technologies as compared to commercial technologies in service in the United States at the time the guarantee is issued.
- Avoid, reduce, or sequester anthropogenic emissions of greenhouse gases.
- Be located in the United States (foreign ownership or sponsorship of the projects is permissible as long as the project is located in one of the fifty states, the District of Columbia, or a U.S. territory).
- Provide a reasonable prospect of repayment.

(Reference 42 U.S. Code 16513)

- Point of Contact: Title XVII Loan Guarantee Program, 202-586-8336, lgprogram@hq.doe.gov, <http://energy.gov/lpo/title-xvii>
- **Advanced Technology Vehicles Manufacturing (ATVM) Loan Program:** The Advanced Technology Vehicles Manufacturing (ATVM) direct loan program was established in Section 136 of the Energy Independence and Security Act of 2007 to support the production of fuel-efficient, advanced technology vehicles and qualifying components in the United States. The program provides direct loans to automotive or component manufacturers for reequipping, expanding, or establishing manufacturing facilities in the U.S. that produce fuel-efficient advanced technology vehicles or qualifying components, or for engineering integration performed in the U.S. for advanced technology vehicles or qualifying components. In order for a vehicle to be an advanced technology vehicle, the vehicle must be a light-duty vehicle that satisfies specified emission and fuel economy standards, or an ultra-efficient vehicle. To be a qualifying component, the component must be designed and installed for the purpose of meeting the performance requirements for an advanced technology vehicle. (Reference 42 U.S. Code 17013)
 - Point of Contact: Advanced Technology Vehicles Manufacturing Loan Program, 202-586-8146, atvmloan@hq.doe.gov, <http://www.energy.gov/lpo/atvm>
- **U.S. Department of Transportation (DOT)/Federal Aviation Administration (FAA):**
 - **Airport Zero Emission Vehicle (ZEV) and Infrastructure Incentives:** The Zero Emission Airport Vehicle and Infrastructure Pilot Program provides funding to airports for up to 50% of the cost to acquire ZEVs, and to install or modify supporting infrastructure for acquired vehicles. Grant funding must be used for airport-owned, on-road vehicles used exclusively for airport purposes. Vehicles and infrastructure must meet the Federal Aviation Administration’s Airport Improvement Program (AIP) requirements, including

Buy American. To be eligible, an airport must be for public use. The program gives priority to applicants located in nonattainment areas as defined by the Clean Air Act and projects that achieve the greatest air quality benefits, as measured by the amount of emissions reduced per dollar of funds spent under the program. Reference Public Law 112-95 and 49 U.S. Code 47136a)

- Point of Contact: Federal Aviation Administration, www.faa.gov/airports/environmental/zero_emissions_vehicles

• **U.S. Department of Transportation/Federal Highway Administration (FHWA):**

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program:** The CMAQ program is one element of the Federal-aid Highway Program that provides a funding source for States, local governments, and transit agencies to fund transportation projects and programs that help meet the requirements of the Clean Air Act and help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that reduce the mobile source emissions for which an area has been designated nonattainment or maintenance for the ozone, carbon monoxide and particulate matter National Ambient Air Quality Standards (NAAQS) by the Environmental Protection Agency (EPA). Eligible activities include traffic management centers, transit capital investments, transit and rail operating costs, travel demand management strategies, congestion relief efforts (such as high occupancy vehicle lanes), intermodal freight projects, diesel retrofit projects, bicycle and pedestrian programs, and alternative fuel vehicles and infrastructure. A project supported with CMAQ funds must demonstrate that the project reduces emissions, is located in or benefits an EPA designated nonattainment or maintenance area and is a transportation project. (23 U.S.C. 149)

- Point of Contact: Federal Highway Administration, www.fhwa.dot.gov/environment/air_quality/cmaq

- **Surface Transportation Block Grant Program (STBG):** Under the Fixing America’s Surface Transportation Act or FAST Act, the long-standing Surface Transportation Program was converted into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Funds apportioned to a State for the STBG provide for the construction of electric vehicle charging stations associated with 1) construction of truck parking facilities (23 U.S.C. 133(b)(1)(E); and 2) fringe and corridor parking facilities (e.g. park and ride facilities) (23 U.S.C. 133 (b)(5)). Fringe and corridor parking facilities must meet specific requirements (contained in 23 U.S.C. 137).

- Point of Contact: Federal Highway Administration, <http://www.fhwa.dot.gov/specialfunding/stp/>

- **Federal Lands:** Under the Tribal Transportation Program (TTP), Federal Lands Transportation Program (FLTP), and Federal Lands Access Program (FLAP), any project eligible for funding Title 23 of the U.S. Code is eligible for funding as long as the project meets the purpose associated with the respective program. Under the CMAQ program (23 U.S.C 149) and the STBG program (23 U.S.C. 133), electric vehicle charging stations that contribute/benefit air quality are eligible to be funded. Therefore based upon eligibility under those provisions, TTP, FLTP and FLAP funds may be applied to EV fueling improvements.

- Point of Contact: Federal Highway Administration, <https://flh.fhwa.dot.gov/>

- **National Highway Performance Program (NHPP):** The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State’s asset management plan for the NHS. NHPP-eligible activities include the installation of electric vehicle charging stations along the NHS as part of the construction of fringe and corridor parking lots, i.e., park-and-ride lots (23 U.S.C. 137) and of truck parking rest areas (Section 1401 of Pub. L. 112-141). Restrictions on charging fees to the public for use of electric vehicle charging stations on the Interstate System will apply (23 U.S.C. 111).
 - Point of Contact: Federal Highway Administration, <http://www.fhwa.dot.gov/specialfunding/nhpp/>
- **Advanced Transportation and Congestion Management Technologies Deployment Initiative:** DOT’s advanced transportation and congestion management technologies deployment (ATCMTD) initiative (23 U.S.C. 503(c)(4)) provides grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Grant funds may be used to deploy advanced transportation and congestion management technologies, including integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems.
 - Point of Contact: Federal Highway Administration, ATCMTD@dot.gov
- **State Infrastructure Banks (SIBs):** Capitalized with Federal support, these State-controlled infrastructure investment funds can offer a range of loans and credit enhancement products to public and private sponsors of highway or transit capital projects. The FAST Act authorizes a State DOT to capitalize a SIB using funds from three FHWA programs: the National Highway Performance Program, the Surface Transportation Block Grant Program, and the National Highway Freight Program. However, a SIB can assist a project eligible for Federal-aid under any FHWA program, such as the Congestion Mitigation and Air Quality (CMAQ) program (above). The law governing SIBs expressly allows two or more states to establish a “multi-state infrastructure bank,” although there is no requirement that the states be geographically contiguous.
 - Point of Contact: Federal Highway Administration, http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/sibs/
- **U.S. Department of Transportation/Federal Transit Administration (FTA):**
 - **Low and Zero Emission Vehicle Funding:** Financial assistance is available to recipients that are local, state, and federal government entities; public transportation providers; and private and non-profit organizations for capital projects involving low or zero-emission public transportation vehicles. Funding may cover up to 85% of project costs, with a required 15% non-federal cost share requirement. Eligible vehicles must be designated for public transportation use and significantly reduce energy consumption or harmful emissions compared to a comparable standard vehicle. For more information, see the FAST Act Section 5339 fact sheet and the FAST Act website. (Reference Public Law 114-94 and 49 U.S. Code 5339(c))
 - Point of Contact: Federal Transit Administration, Office of Program Management, U.S. Department of Transportation, Phone: (202) 366-2053, www.fta.dot.gov

Incentives and Tax Credits:

- **Alternative Fuel Infrastructure Tax Credit:** Fueling equipment for electricity, E85, liquefied hydrogen, liquefied petroleum gas (propane), natural gas, or diesel fuel blends containing a minimum of 20% biodiesel installed between January 1, 2015, and December 31, 2016, is eligible for a tax credit of 30% of the cost, not to exceed \$30,000. Permitting and inspection fees are not included in covered expenses. Fueling station owners who install qualified equipment at multiple sites are allowed to use the credit toward each location. Consumers who purchased qualified residential fueling equipment prior to December 31, 2016 may receive a tax credit of up to \$1,000. Unused credits that qualify as general business tax credits, as defined by the Internal Revenue Service (IRS), may be carried backward one year and carried forward 20 years. For more information about claiming the credit, see IRS Form 8911, which is available on the IRS Forms and Publications website. (Reference Public Law 114-113; 26 U.S. Code 30C and 38; and IRS Notice 2007-43 (PDF))
 - NOTE: This incentive originally expired on December 31, 2013, but was retroactively extended through December 31, 2016, by H.R. 2029.
 - Point of Contact: U.S. Internal Revenue Service, Phone: (800) 829-1040, www.irs.gov
- **Alternative Fuel and Advanced Vehicle Technology Research and Demonstration Bonds:** Qualified state, tribal, and local governments may issue Qualified Energy Conservation Bonds subsidized by the U.S. Department of Treasury at competitive rates to fund capital expenditures on qualified energy conservation projects. Eligible activities include research and demonstration projects related to cellulosic ethanol and other non-fossil fuels, as well as advanced battery manufacturing technologies. Government entities may choose to issue tax credit bonds or direct payment bonds to subsidize the borrowing costs. For information on eligibility, processes, and limitations, see IRS Notices 2009-29 (PDF), 2010-35 (PDF), and 2012-44 (PDF) or contact local issuing agencies. (Reference 26 U.S. Code 54D)
- **Qualified Plug-In Electric Drive Motor Vehicle Tax Credit:** A tax credit is available for the purchase of a new qualified plug-in electric drive motor vehicle that draws propulsion using a traction battery that has at least five kilowatt-hours (kWh) of capacity, uses an external source of energy to recharge the battery, has a gross vehicle weight rating of up to 14,000 pounds, and meets specified emission standards. The minimum credit amount is \$2,500, and the credit may be up to \$7,500, based on each vehicle’s traction battery capacity and the gross vehicle weight rating. The credit will begin to be phased out for each manufacturer in the second quarter following the calendar quarter in which a minimum of 200,000 qualified plug-in electric drive vehicles have been sold by that manufacturer for use in the United States. This tax credit applies to vehicles acquired after December 31, 2009. For more information, including qualifying vehicles and sales by manufacturer, see the Internal Revenue Service (IRS) Plug-In Electric Vehicle Credit website. Also refer to IRS Form 8936, which is available via the IRS Forms and Publications website. (Reference Public Law 112-240, Section 403; and 26 U.S. Code 30D)
 - Point of Contact: U.S. Internal Revenue Service, Phone: (800) 829-1040, www.irs.gov
- **Qualified Two-Wheeled Plug-in Electric Drive Motor Vehicle Tax Credit:** A credit is available for the purchase of a new qualified two-wheeled plug-in electric drive vehicle that draws propulsion using a traction battery that has at least 2.5 kilowatt hours (kWh) of capacity, uses an external source of energy to recharge the battery, has a gross vehicle weight rating of up to 14,000 pounds, is manufactured primarily for use on public roadways, and can drive at least 45 miles per hour. The credit is for 10% of the cost of the qualified vehicle, up to \$2,500, and applies to vehicles acquired between January 1, 2015, and December 31, 2016. For more information about claiming the credit, see the Internal Revenue Service (IRS) Plug-In Electric Vehicle Credit

website and IRS Form 8936, which is available on the IRS Forms and Publications website. (Reference Public Law 114-113 and 26 U.S. Code 30D)

- NOTE: This incentive originally expired on December 31, 2013, but was retroactively extended through December 31, 2016, by H.R. 2029.
- Point of Contact: U.S. Internal Revenue Service, Phone: (800) 829-1040, www.irs.gov

Technical Assistance

- **U.S. Department of Energy/Energy Efficiency and Renewable Energy:**
 - **Clean Cities:** Clean Cities offers a variety of technical assistance for the purchase and use of advanced technology and alternative fuel vehicles, including plug-in electric vehicles.
 - The program works with nearly 100 coalitions across the country. These local groups bring together and partner with stakeholders in their region, including businesses, fuel providers, vehicle fleets, state and local government agencies, and community organizations. Find your local coalition: cleancities.energy.gov/coalitions.
 - The Alternative Fuels Data Center provides foundational information, publications, and more than 15 interactive tools to help stakeholders choose the way to reduce petroleum that best meets their needs: afd.energy.gov.
 - The Clean Cities Technical Response Service provides experts on demand who can help find answers to technical questions (800-254-6735, technicalresponse@icfi.com).
 - Clean Cities Tiger Teams assist coalition coordinators, stakeholders, original equipment manufacturers, and fuel providers overcome obstacles to deploying alternative fuels and advanced vehicles and make informed choices to reduce their petroleum consumption.
 - Learn more about the technical assistance available through Clean Cities: cleancities.energy.gov/technical-assistance/.
 - **Workplace Charging Challenge:** The Workplace Charging Challenge seeks to achieve a tenfold increase in the number of U.S. employers offering workplace charging by 2018. The Challenge offers a variety of resources, including technical assistance, to help employers install, promote, and increase the use of workplace charging. Learn more on the Challenge’s website: energy.gov/eere/vehicles/ev-everywhere-workplace-charging-challenge.
 - **Feasibility and Implications of Electric Vehicle (EV) Deployment and Infrastructure Development:** A guidance document commissioned by the Federal Highway Administration (FHWA) to analyze the potential deployment of electric vehicles in the United States and their potential impact on the mission of FHWA, including financial implications for available highway revenues. The result of the project is intended to help transportation agencies understand whether and how transportation policies, programs, infrastructure, services, funding models, and administrative activities may have to change as more electric vehicles are deployed on highways, roads, and streets-whether by simply responding to the increased vehicles, more actively supporting them, or proactively helping to accelerate their deployment. For the full report: http://www.fhwa.dot.gov/environment/climate_change/mitigation/publications/ev_deployment/

- **Strategic Planning to Implement Publically Available EV Charging Stations: A Guide for Businesses and Policymakers:** A guide published by the C2ES and the National Association of State Energy Officials (NASEO) with support from the U.S. Department of Energy’s Clean Cities Program, this report describes key factors that affect financial performance, market opportunities, basic business models, and innovative financing mechanisms that can help support public charging. Read the report: www.naseo.org/data/sites/1/documents/publications/Strategic-Planning-to-Implement-Publicly-Avaible-EV.pdf



Electric Vehicle Survey

The City of Milton Planning Department surveyed 76 businesses via phone interview for opinions on public infrastructure improvements related to electric vehicles; 17 businesses responded to the survey. Businesses surveyed included car dealerships, grocery stores, shopping plazas, full-service restaurants, hotels, hospitals, gyms, and downtown businesses on Willing St.

- **Do you have plans to utilize commercial electric vehicles in the next 5 years?**

No- 13, Yes- 4

- **Do you have plans to install electric vehicle charging stations for your customers in the next 5 years?**

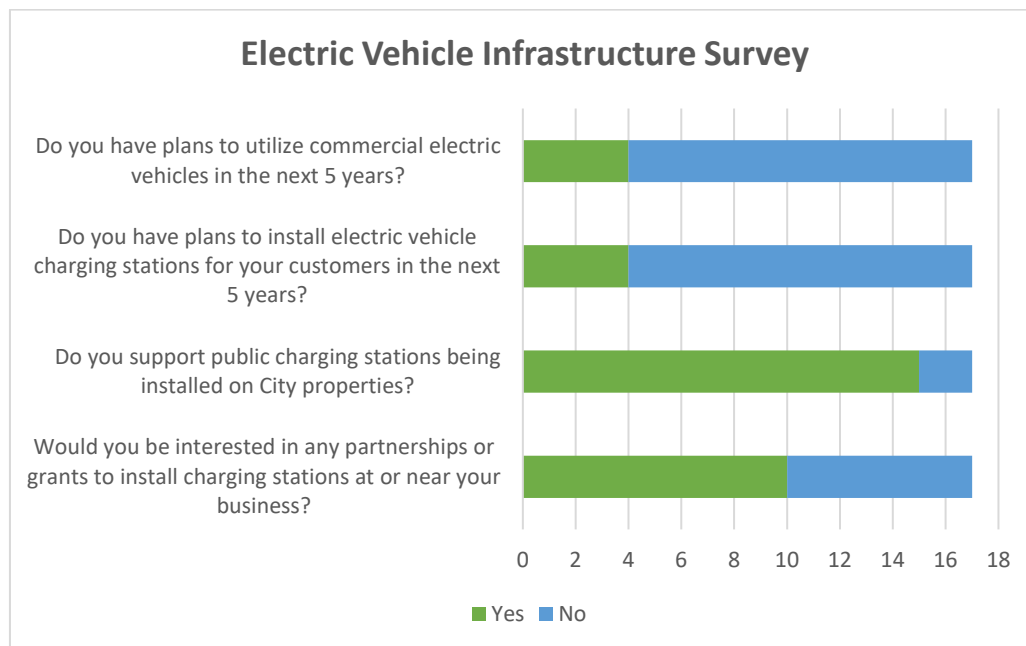
No- 13, Yes- 4

- **Do you support public charging stations being installed on City properties?**

No- 2, Yes- 15

- **Would you be interested in any partnerships or grants to install charging stations at or near your business?**

No- 7, Yes- 10



Businesses that identified they may be interested in partnerships or grant opportunities to install charging stations included Six Flags Shopping Center, Santa Rosa Medical Center, McKenzie Buick GMC, BP, Dollar General Market, Sandy Sansing Automotive, Ace's Restaurant, K&B Home and Café, Mama Latte's, and Janet Coulter Realty. Businesses that identified that they have plans to install charging stations for customers included McKenzie Buick GMC, BP, and Six Flags Shopping Center.



Grant and Funding Opportunities

The City of Milton Planning Department is researching grant opportunities and federal updates from the bipartisan infrastructure law, which granted 7.5 billion dollars in funding for electric vehicles and electric vehicle charging stations. The Electric Vehicle Charging Action Plan outlines the actions of the federal government to implement these funds. More information will be rolling out in the coming months but one key take-away from this plan is that there will be a major focus on filling gaps in rural, disadvantaged, and hard-to-reach locations for electric vehicle charging. The White House has announced more detailed guidance for cities will be announced by February 11th, 2022.

From the EV Charging Action Plan, *“The Administration is already hard at work developing the guidance and standards described in the Bipartisan Infrastructure Law. No later than February 11th, DOT will publish guidance for States and cities to strategically deploy EV charging stations to build out a national network along our nation’s highway system. This guidance will look at where we already have EV charging and where we need—or will need—more of it. It will focus on the needs of disadvantaged and rural communities, catalyze further private investment in EV charging, and ensure we’re smartly connecting to our electric grid. No later than May 13th, DOT will publish standards for EV chargers in the national network to ensure they work, they’re safe, and they’re accessible to everyone.”*

BRIEFING ROOM

FACT SHEET: The Biden-Harris Electric Vehicle Charging Action Plan

DECEMBER 13, 2021 • STATEMENTS AND RELEASES

Vice President Kamala Harris to Announce Action Plan that Fast Tracks Bipartisan Infrastructure Law Investments

President Biden has united automakers and autoworkers to drive American leadership forward on clean cars, and he set an ambitious target of 50% of electric vehicle (EV) sale shares in the U.S. by 2030. Now, the Bipartisan Infrastructure Law will supercharge America's efforts to lead the electric future, Building a Better America where we can strengthen domestic supply chains, outcompete the world, and make electric cars cheaper for working families.

President Biden, American families, automakers, and autoworkers agree: the future of transportation is electric. The electric car future is cleaner, more equitable, more affordable, and an economic opportunity to support good-paying, union jobs across American supply chains as automakers continue investing in manufacturing clean vehicles and the batteries that power them.

Today, the Biden-Harris-Administration is releasing an EV Charging Action Plan to outline steps federal agencies are taking to support

developing and deploying chargers in American communities across the country. As a result of the Bipartisan Infrastructure Law, the Department of Energy (DOE) and Department of Transportation (DOT) will establish a Joint Office of Energy and Transportation focused on deploying EV infrastructure, working hand-in-hand to collect input and guidance from industry leaders, manufacturers, workers, and other stakeholders that will ensure the national network provides convenient charging for all. The initial focus will be building a convenient, reliable public charging network that can build public confidence, with a focus on filling gaps in rural, disadvantaged, and hard-to-reach locations.

The Bipartisan Infrastructure Law makes the most transformative investment in electric vehicle charging in U.S. history that will put us on the path to a convenient and equitable network of 500,000 chargers and make EVs accessible to all Americans for both local and long-distance trips. The Bipartisan Infrastructure Law includes **\$5 billion** in formula funding for [states](#) with a goal to build a national charging network. 10% is set-aside each year for the Secretary to provide grants to States to help fill gaps in the network. The Law also provides **\$2.5 billion** for communities and corridors through a competitive grant program that will support innovative approaches and ensure that charger deployment meets Administration priorities such as supporting rural charging, improving local air quality and increasing EV charging access in disadvantaged communities. Together, this is the largest-ever U.S. investment in EV charging and will be a transformative down payment on the transition to a zero-emission future.

With the historic investments in the Bipartisan Infrastructure Law, the Biden-Harris Administration is laying the foundation for a nationwide network of EV charging infrastructure to provide a reliable, affordable,

convenient, seamless user experience that is equitable and accessible for all Americans. This network will enable:

- An accelerated adoption of electric vehicles for all private consumers and commercial fleets, including those who cannot reliably charge at their home that can improve our air quality, reduce emissions, put us on a path to net-zero emissions by no later than 2050, and position U.S. industries to lead global efforts.
- Targeted equity benefits for disadvantaged communities, reducing mobility and energy burdens while also creating jobs and supporting businesses.
- Create family-sustaining union jobs that can't be outsourced.

Electric Vehicle Infrastructure

Today, the Biden-Harris Administration is announcing the following actions:

- **Establishing a Joint Office of Energy and Transportation:** Tomorrow, Energy Secretary Jennifer Granholm and Transportation Secretary Pete Buttigieg will sign an agreement enabling them to leverage the best resources, talent, and experience at the DOT and the DOE, including the DOE's National Labs. The Joint Office will ensure the agencies can work together to implement the EV charging network and other electrification provisions in the Bipartisan Infrastructure Law. This will provide states, communities, industry, labor, and consumer groups with a coordinated Federal approach and a "one-stop-shop" for resources on EV Charging

and related topics. The agencies will complete a Memorandum of Understanding on December 14th to formally launch the Joint Office.

- **Gathering Diverse Stakeholder Input:** The White House is convening a series of initial stakeholder meetings on topics including partnerships with state and local government, domestic manufacturing, equity and environmental justice, civil rights, partnering with tribal communities, and maximizing environmental benefits. DOT and DOE will also launch a new Advisory Committee on Electric Vehicles and is targeting to appoint members to this committee by the end of the first quarter of 2022. DOT released an updated guide to deploying EV Charging in highway right-of-way in response to stakeholder interest. To gather input from the widest possible array of stakeholders, DOT has a new [EV Charging Request for Information](#), where stakeholders can submit their priorities for Federal standards and guidance for consideration.
- **Preparing to Issue Guidance and Standards for States and Cities:** The Administration is already hard at work developing the guidance and standards described in the Bipartisan Infrastructure Law. No later than February 11th, DOT will publish guidance for States and cities to strategically deploy EV charging stations to build out a national network along our nation's highway system. This guidance will look at where we already have EV charging and where we need—or will need—more of it. It will focus on the needs of disadvantaged and rural communities, catalyze further private investment in EV charging, and ensure we're smartly connecting to our electric grid. No later than May 13th, DOT will publish standards for EV chargers in the national network to ensure they work, they're safe, and they're accessible to everyone.

- **Requesting Information from Domestic Manufacturers:** EV charger manufacturing, assembly, installation, and maintenance all have the potential to not only support our sustainability and climate goals, but also to drive domestic competitiveness and create good-paying, union jobs in the United States. To ensure this network of EV chargers can be built in America, by America, DOT and DOE are working directly with manufacturers, automakers and labor to understand what domestic sourcing is available today, and what may be possible in the future. In November, DOT and DOE released a [request for information](#) from domestic manufacturers to identify EV chargers and other charging related components that meet USDOT Buy America requirements and to highlight the benefits of shifting all manufacturing and assembly processes to the United States.
- **New Solicitation for Alternative Fuel Corridors:** Today, the DOT is announcing a forthcoming solicitation for the 6th round of Alternative Fuel Corridors designations. This program, created by the FAST Act in 2015, recognizes highway segments that have infrastructure plans to allow travel on alternative fuels, including electricity. FHWA will establish a recurring process to regularly update these corridors.

The current network of over 100,000 public chargers operates with different plug types, payment options, data availability, and hardware hookups. Today's actions will establish a more uniform approach, provide greater convenience for customers, and offer increased confidence for industry. These federal programs will spur additional private sector investments and drive the build-out of a user-friendly, cost-effective, and financially sustainable national network creating well-paying jobs across manufacturing, installation, and operation. A ubiquitous charging

infrastructure targeted to meet different consumers' needs will provide equitable benefits to all Americans and provide flexibility for future investments, effective integration with a clean power system, and support a growing and diversifying fleet of electrified vehicles.

Electric Vehicle Batteries

Another key component of our electric vehicle strategy is to increase domestic manufacturing of EV batteries and components and advance environmentally responsible domestic sourcing and recycling of critical minerals.

In June, the Biden-Harris Administration released [100-day reviews of the supply chains of four critical products](#), including high-capacity batteries and critical minerals and materials. The reviews made dozens of recommendations across Federal agencies securing a reliable and sustainable end-to-end domestic supply chain for advanced batteries. These recommendations include supporting sustainable and responsible domestic mining and processing of key battery minerals, such as lithium, cobalt, and nickel, and ensuring new domestic automotive battery production adheres to high-road labor standards.

- The Federal Consortium for Advanced Batteries released the [National Blueprint for Lithium Batteries](#), codifying the findings of the battery supply chain review in a 10-year, whole-of-government plan to urgently develop a domestic lithium battery supply chain that combats the climate crisis by creating good-paying clean energy jobs across America.

- The DOE Loan Programs Office (LPO) published new [guidance](#) and a [fact sheet](#) for the approximately **\$17 billion** in loan authority in the Advanced Technology Vehicles Manufacturing Loan Program (ATVM) to support the domestic battery supply chain. LPO will leverage full statutory authority to finance key strategic areas of development and fill deficits in the domestic supply chain capacity. This will include the ATVM program making loans to manufacturers of advanced technology vehicle battery cells and packs for re-equipping, expanding or establishing such manufacturing facilities in the United States.
- DOE's Federal Energy Management Program (FEMP) launched a new effort to support deployment of energy storage projects by federal agencies, including a federal government-wide energy storage review that will evaluate the current opportunity for deploying battery storage at federal sites and a call for projects from federal sites interested in deploying energy storage projects. These actions build on steps taken earlier this year to leverage **\$13 million** in FEMP's Assisting Federal Facilities with Energy Conservation Technologies grants to unlock an estimated **\$260 million** or more in project investments, including battery storage projects.

There are already promising signs that the Administration strategy is working and industry is ready to step up. For example, Lithium is a critical input to batteries where the United States currently has very little domestic supply. The Biden Administration has funded two dozen teams to expand sourcing of lithium from geothermal brines and approved a permit for the Nevada-based Thacker Pass lithium mine. Automakers are also signing contracts that leverage domestic supply, including Ford sourcing lithium from recycled content through Redwood Materials, GM sourcing lithium

from geothermal brines in the Salton Sea with Controlled Thermal Resources, and Tesla sourcing lithium from a Piedmont project in North Carolina.

The investments proposed by the Biden Administration will accelerate and amplify this progress. The Bipartisan Infrastructure Law includes more than **\$7 billion** in funding to accelerate innovations and facilities across the battery supply chain from battery materials refining, processing and manufacturing to battery manufacturing, including components, to battery recycling and reuse. These investments will support the development of a North American battery supply chain, help expand manufacturing and recycling facilities in the United States and substantially advance the battery recycling through research, development and demonstration projects in collaboration with retailers as well as state and local governments.

The Bipartisan Infrastructure Law includes:

- **\$3 billion** in competitive grants for battery minerals and refined materials aimed at accelerating the development of the North American battery supply chain.
- An additional **\$3 billion** for competitive grants aimed at building, retooling, or expanding manufacturing of batteries and battery components (such as cathodes, anodes, and electrolytes), and to establish recycling facilities in the United States.
- Recognizing the need for innovative and practical approaches to battery and critical mineral recycling, the act includes research, development, and demonstration recycling projects (**\$60 million**) and efforts in cooperation with retailers (**\$15 million**) and state and local governments

(\$50 million) to increase the collection of spent batteries for reuse, recycling or proper disposal. The electric drive vehicle battery recycling and second-life applications program **(\$200 million)** is focused on making electric vehicles batteries (e.g., optimized designs) easier to recycle and utilize in secondary applications before recycling.

- An additional **\$750 million** “Advanced Energy Manufacturing and Recycling Grant Program” to re-equip, expand or establish an industrial or manufacturing facility to reduce GHG emissions of that facility substantially below current best practices.

###



Agenda Item # 2021-130

Policy for Appointment to Boards and Commissions

MEETING DATE

January 3, 2022

PREPARED BY

BACKGROUND

Councilman Robert Leek requested a draft policy for appointment to boards and commissions.

SUMMARY

See attached Policy Draft.

RECOMMENDATION

Staff awaits council direction.

ATTACHMENTS

1. Appointments Boards and Commissions 1.17

CITY OF MILTON POLICY

Title: Appointment to Boards and Commissions	Page: 1	Policy Number: 1.17
Effective Date: January 11, 2022	Revised Date:	Next Review Date:
Approved by Council:		
Legal Review:		

CITY OF MILTON POLICY FOR APPOINTMENT TO BOARDS AND COMMISSIONS

1. Purpose: This policy establishes consistent procedures and standards for the appointment of individuals to all city boards and commissions and applies to individuals serving on city boards and commissions appointed by the Milton City Council. This policy does not apply to temporary or ad hoc committees or to appointments made by the mayor or council to external boards, commissions or committees.

2. Duties of Boards and Commissions: All boards and commissions shall act in an advisory capacity to the city council apart from the Board of Adjustment and Appeals which is a quasi-judicial body.

3. Qualifications and Restrictions: a. Applicants shall be vetted by the City of Milton to determine their eligibility to serve. b. No person shall serve as a regular voting member on more than two boards or commissions. c. Any conflict of interest between an applicant and their proposed role as a member of a board or commission shall be divulged in the application process. A failure to do so may result in removal. d. Persons currently holding any elective municipal, county, state or federal office shall not be eligible to serve in a regular voting position on any board or commission unless provided for in the Charter or by ordinance. If a sitting board or commission member is elected mayor or to city council, that sitting member shall resign their board or commission position prior to swearing in and accepting the position as a mayor or councilmember. e. City employees (part-time or full-time) are not eligible to serve on a city board or commission, unless serving in an advisory and/or ex officio (non-voting) capacity. f. Applicants shall indicate which board or commission they are interested in on their application. If interested in more than one, applicants shall indicate an order of preference.

4. Selection Process: a. At each Council meeting Council shall receive a list of open positions. Those open positions shall also be found on the city website. b. Persons interested in appointment to a city board or commission shall complete a City of Milton Boards & Commissions application as provided by the city also found on its website. c. Applications shall be received by the city clerk on or before the next scheduled committee of the whole meeting. Late or incomplete applications will not be considered until the following month. All applications will be held by the clerk for a period of one year. d. City staff will screen all applications for residency and other requirements. e. If eligible for appointment applicants will

be invited to attend the Executive Committee meeting to be interviewed by Council. f. The individuals selected for service on a board or commission shall be those that in the judgement of the Council are representative of the community and are qualified by training, experience, and interest for the fulfilment of the board/commission's responsibility. The Council may elect to move more applicants forward from the Executive Committee meeting to the Council meeting than the number of available positions if it determines the candidates are qualified. If the Council feels that candidates who were not recommended for selection would be viable alternates to serve in case of vacancy, they may note those applicants to the city clerk. g. Any member of the City Council at the City Council meeting may then nominate an individual, or a slate of candidates for action. Votes will be taken as with any other motion of the City Council until the vacancies are filled. h. On the day following council action, the city clerk shall notify each applicant of the council's appointment decision. Notice will subsequently be provided to everyone appointed to a board or commission stating the name of the board to which they have appointed, the name of the staff liaison for their board, and any other pertinent information relevant to the position. i. The city clerk shall also provide notice to those not selected for service to express the council's appreciation for their willingness to serve the City of Milton and to encourage them to volunteer in other areas of the community.

5. General Terms: a. Residents are appointed at the pleasure of the Milton City Council and can be removed or replaced at any given time by the same. b. Occasionally, a member may be unable to finish their term, may voluntarily resign, or may be removed by council prior to the expiration of their term. In such cases, the vacant position will be filled by the city council in the manner described herein.

6. Attendance: a. The council is appreciative of the dedication and contribution of those willing to donate their time to community service. Any decision reached by a City of Milton board or commission has an impact on the community. Board and commission members are expected to maintain regular attendance. Members who cannot attend a meeting should inform the staff liaison a minimum of 24 hours in advance of the scheduled meeting. b. Any member of a board or commission who is absent 1) from more than three consecutive regular meetings, or 2) twenty-five percent (25%) of the regularly scheduled meetings during the twelve-month period immediately preceding and including the absence in question without explanation acceptable to a majority of the other members shall be removed.

7. Orientation Program: Newly appointed members should make every effort to become as familiar as possible with all aspects of their board/commission. The city will provide basic information to all board/commission members about the city, the purpose and responsibility of the board/commission, and additional information to assist members in the performance of their duties.