NC STATE UNIVERSITY

SUSTAINABLE FLEET TECHNOLOGY

CONFERENCE & EXPO 2023

Track A Session 1:
Federal Funding Sources

August 15, 2023

NC CLEAN ENERGY TECHNOLOGY CENTER

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Federal Funding for Transportation Electrification

Electrification Coalition

Electrification Coalition Founding

The **Electrification Coalition (EC)** is a nonpartisan, nonprofit organization dedicated to driving the policies and actions that will electrify all modes of transportation to protect economic and national security, public health, and American jobs.

Securing America's Future Energy

Electrification Coalition

The Problem

We are heavily dependent on an unstable oil market.

The U.S. is the **world's largest consumer** of crude oil and petroleum, accounting for nearly **20% of daily global oil demand** with only **4% of the world's population**.

- 90% of America's transportation sector is dependent on oil-based fuels.
- Transportation is responsible for approximately 70% of all U.S. petroleum consumption.

Electrification Coalition

EV Adoption Programs Around the U.S.

Technical Lead
Climate Mayors EV Purchasing Collaborative

State EV Policy Accelerator
NV, MI, PA, VA, NC

Electrification Advisor
Bloomberg American Cities Climate Challenge

Lead Electrification Partner
Smart Columbus

Federal EV Infrastructure Program
State agency collaboration on EV infrastructure investments (NEVI fund)

Electric Freight Consortium
Private-sector collaboration

Electrification Coalition

Federal Landscape

Historic Funding to support energy & transportation

- Bipartisan Infrastructure Law/Infrastructure Investments and Jobs Act
- CHIPS and Science Act
- Inflation Reduction Act

Regulation

EPA Proposed Emissions Standards

- Light Duty Standards
- Heavy-Duty Standards

IIJA/BIL and IRA Unleash Billions

EV Charging

- **$5 billion** for National Electric Vehicle Infrastructuree (NEVI) Formula
- **$2.5 billion** for Charging and Fueling Infrastructure (CFI) grants

MDHD Vehicles

- **$5.6 billion** for Low or No Emission (Bus) Grant Program
- **$5 billion** for Clean School Bus Program
- **$3 billion** for Grants to Reduce Air Pollution at Ports
- **$1 billion** for Clean Heavy-Duty Vehicles

Manufacturing

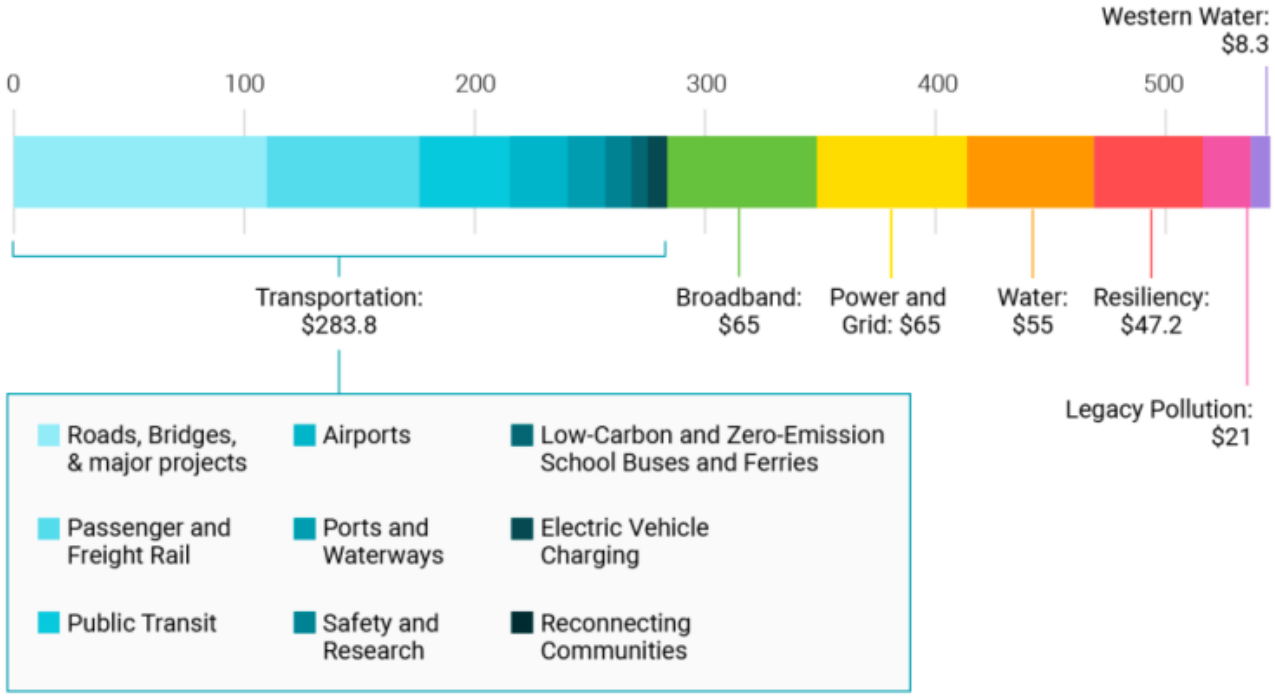
- **$6 billion** for battery processing and manufacturing
- **$40 billion** in loan authority for advanced energy manufacturing

Tax Credits

- **$7,500** for purchase of a new EV ($4,000 for used)
- **$40,000** Tax Credit for purchase of clean commercial vehicle
- **$100,000** for fueling infrastructure in low-income and rural communities

Infrastructure Investment & Jobs Act

Figure 1. Topline above-baseline spending in IIJA (billions of USD)



Source: Bipartisan Infrastructure Investment and Jobs Act Summary

Metropolitan Policy Program at BROOKINGS

Inflation Reduction Act – By the Numbers

Figure 1. Energy supply receives about half of IRA resources, with significant investments in clean manufacturing and housing (billions of dollars)

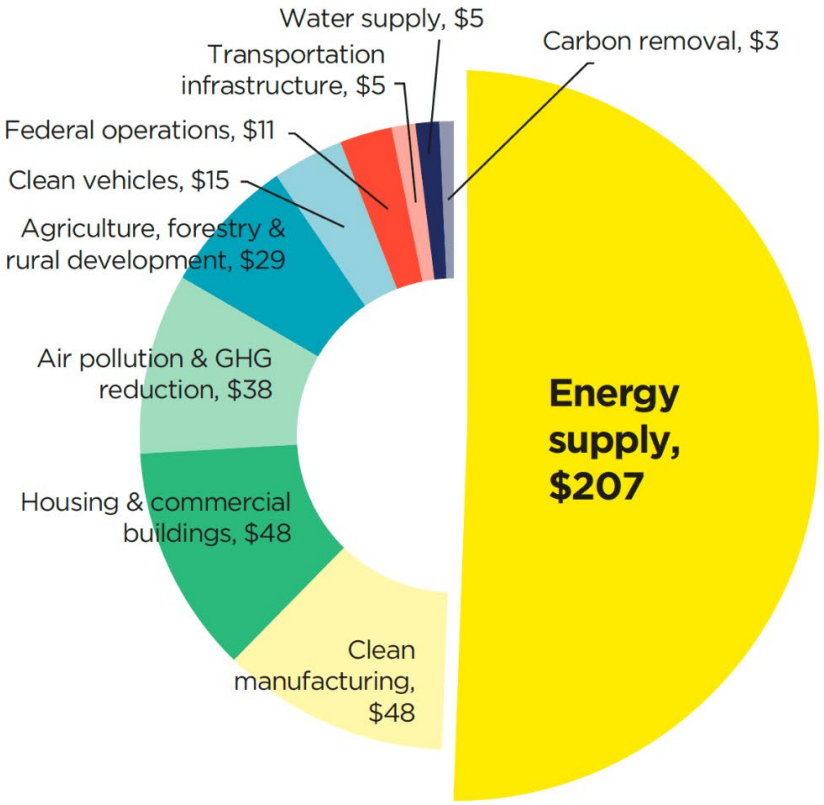
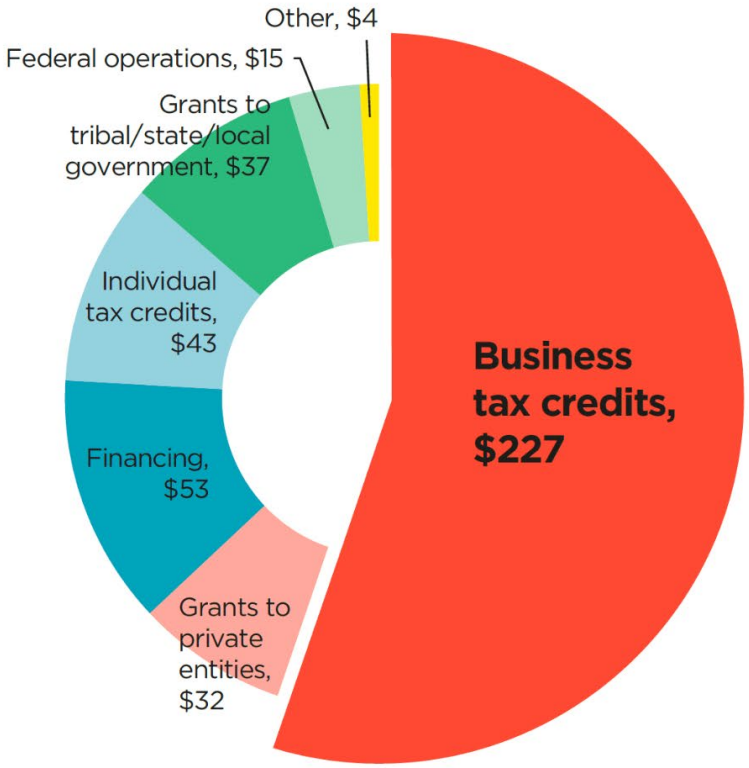


Figure 2. The largest share of IRA funding will be available as tax credits to businesses (billions of dollars)

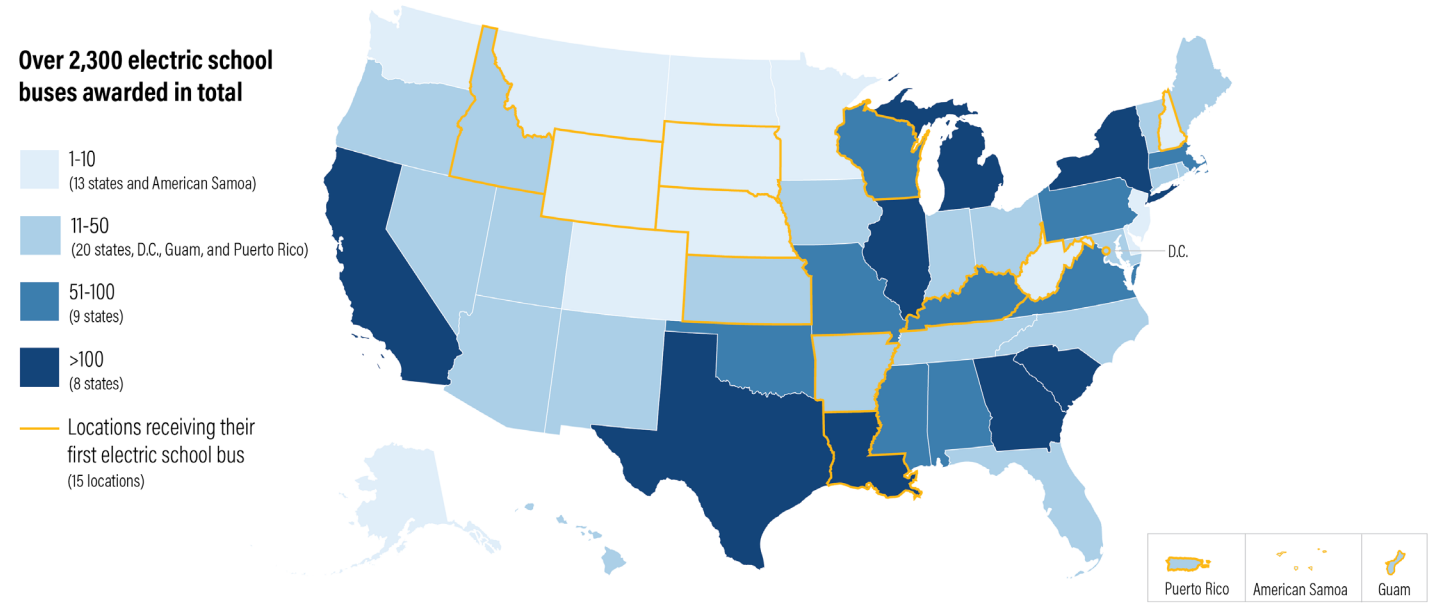


Inflation Reduction Act

- ✓ Light-Duty EV Tax Credit
- ✓ Used EV Tax Credit
- ✓ Commercial Clean Vehicle Tax Credit
- ✓ Advanced Technology Vehicle Manufacturing Loan Program
- ✓ Advanced Manufacturing Production Tax Credit
- ✓ Greenhouse Gas (GHG) Reduction Program
- ✓ Environmental and Climate Justice Block Grant
- ✓ Neighborhood Access and Equity Grant Program
- ✓ And much more!

EPA Clean School Bus Program - by the numbers

Electric School Buses Awarded in the Clean School Bus Program 2022 Rebates



Source: Awarded Clean School Bus Program Rebates | US EPA.
Note: State awards include awards made to tribal communities within that state.

WORLD RESOURCES INSTITUTE

2022 Rebate Awards
Nearly $1 billion awarded to all 50 states, Indian tribes, territories
95% of awards were for electric school buses (ESBs)
5 school districts in NC were awarded 31 ESBs

2023 Grant Awards – Applications due August 22
$400 million available
competitive grant process
open for applications April 24 – August 22, 2023

Eligibility
School districts, charter schools, Native nations, Tribal organizations, non-profit school bus associations, and school bus dealers/manufacturers

What is NEVI?

Joint Office of Energy and Transportation

$5 Billion

EVSE build-out along highways

$2.5 Billion

CFI - Competitive grants with 50% set aside for rural and underserved communities

- Part of the IIJA/Bipartisan Infrastructure Law
- Formula based program
- South Carolina's NEVI Plan

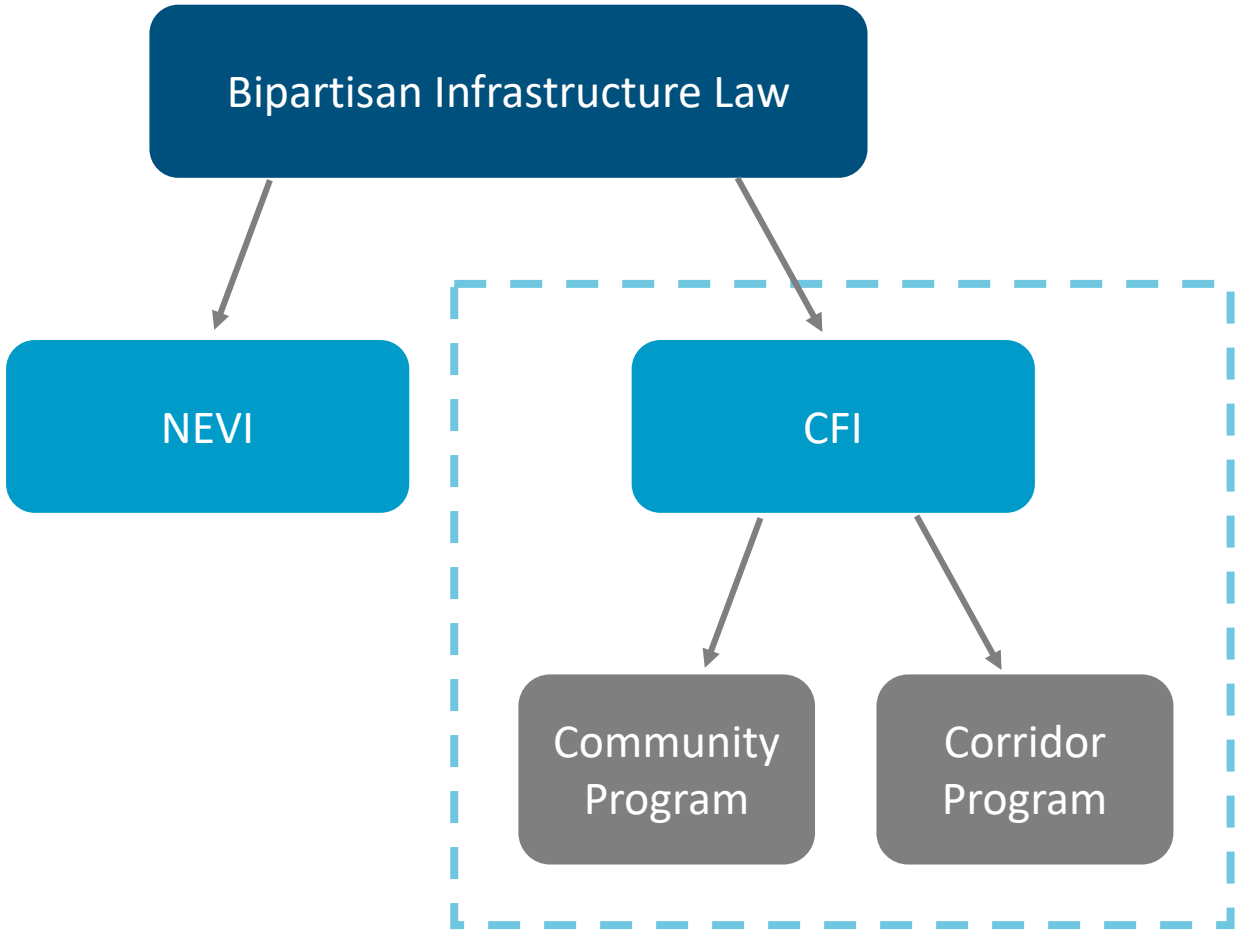
~ $70 million over 5 years	**$10/14.9 million FY 2022/23**

Charging and Fueling Infrastructure Grant (CFI)

The Other Side

On March 14, The DOT released the Notice of Funding Opportunity for the Charging and Fueling Infrastructure Grant, detailing the breakdown of the remaining $2.5 Billion in funding from the BIL.

- This funding is discretionary
- Divided between community and additional corridor deployment projects
- Available for public and quasi-public entities to pursue
- The standards can be found on grants.gov or the DOT's website



Electrification Coalition

Competitive Application Tips

- **Tell Your Story** – Focus not just on the location of chargers, but how they will serve and be used by the community
- **Partnering and Scalability** – Consider what public, private, and non-profit partners can be involved in the application and approach
- **Be Clear on Timelines and Implementation Plans** – Applicants may need to secure private charging entities, site locations, or other project-specific details *after* the grant application is awarded
- **Leverage Community Engagement and Educational Engagement Opportunities** – up to 5% of funding for Community Program projects can be directed to EV and charging educational programming

Electrification Coalition

Electrification Coalition

EC Support

- On-call technical support
- Letter of support
- Review part of the application
- Partner on community engagement

Chips and Science Act

- $280 Billion to boost domestic research and manufacturing of semiconductors in the United States.
  - $39 billion in manufacturing incentives, including $2 billion for the legacy chips used in automobiles and defense systems,
  - $13.2 billion in R&D and workforce development
  - $500 million to provide for international information communications technology security and semiconductor supply chain activities.
  - 25 percent investment tax credit for capital expenses for manufacturing of semiconductors and related equipment

Leveraging Federal Funding
State Opportunities

- ✓ Prioritize funding and staffing to support implementation of federal programs
- ✓ Fund Workforce Development Programs
- ✓ Provide Match Funding/Complementary Funding to supplement NEVI
- ✓ Permitting and zoning policies
- ✓ Develop Public – Private Partnerships

EV Funding Finder

Step 1: I represent a...

- City
- Rural Area
- School
- Freight/Shippers and Carriers
- EV Advocate or Community Organization
- Business
- Non-Profit Transportation Group
- Individual
- State

Step 2

Select Funding Scenarios

- Purchase or Lease a Light-Duty Vehicle
  Funds to purchase or lease a light-duty vehicle (ex: passenger car)
- Purchase Light-Duty Charging Infrastructure
  EV charging infrastructure incentives for light-duty vehicles
- Grid Upgrades
  Funding for updating and preparing the grid for at-scale EV adoption
- **Purchase or Lease a Medium- or Heavy-Duty Vehicle**
  Funds to purchase or lease a medium- or heavy-duty vehicle (ex: school bus)
- **Purchase Medium- or Heavy-Duty Charging Infrastructure**
  EV charging infrastructure for medium- and heavy-duty vehicles
- Access Support Planning
  Funding to ensure adequate planning of EV infrastructure
- Access Technical Assistance
  Funds to provide technical expertise to access EVs or EV infrastructure
- Electrify Ports
  Funding for shipping and transportation companies to electrify port transit

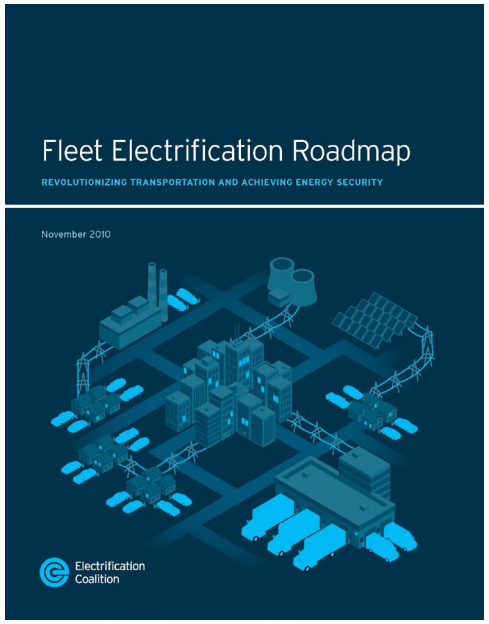
Electrification Coalition

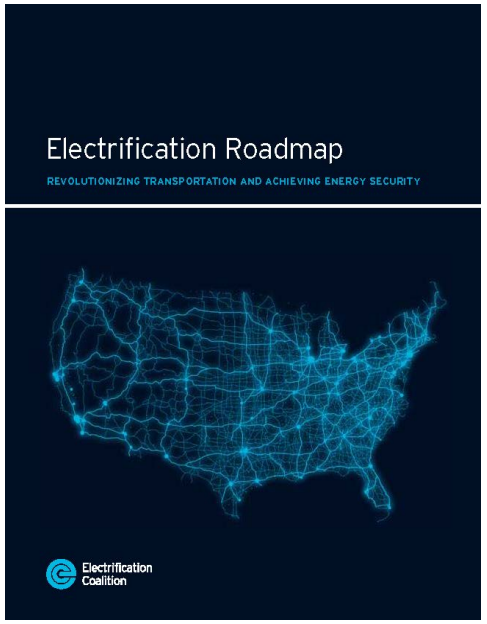
Case Study: Freight company Mustang is looking to electrify its fleet

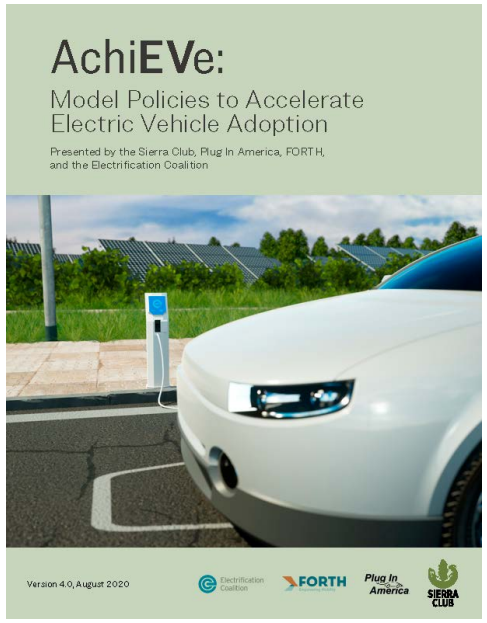
Mustang is a leading freight company that has a massive fleet of heavy-duty trucks. Mustang is responsible for thousands of miles each day and associated carbon emissions. Mustang works regularly with ports across the nation to ship its goods across seas. It should explore the following funding opportunities:

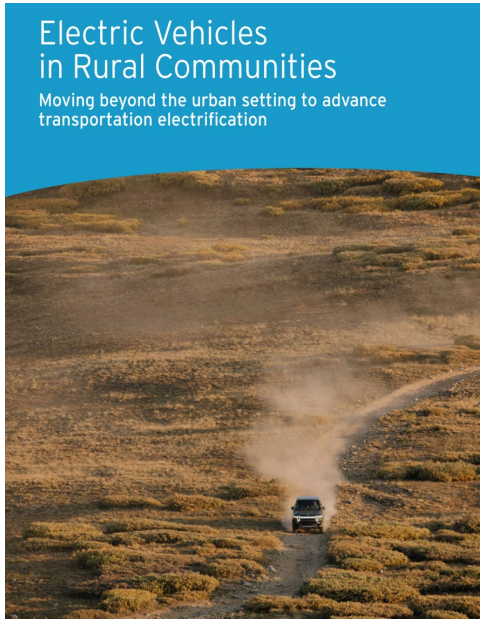
- **Commercial Clean Vehicle Tax Credit (45W):** As a commercial entity, Mustang can qualify for a tax credit of up to 30% of the cost of an electric heavy-duty truck.
- **Carbon Reduction Program:** Mustang can work with a state to access funds from the Carbon Reduction Program to purchase electric vehicles and equipment.
- **Port Infrastructure Development Program:** Mustang can work with an associated port to access funds from the Port Infrastructure Development Program. Together, Mustang and a port can gain funds for electrification planning, technical assistance, and grid upgrades.

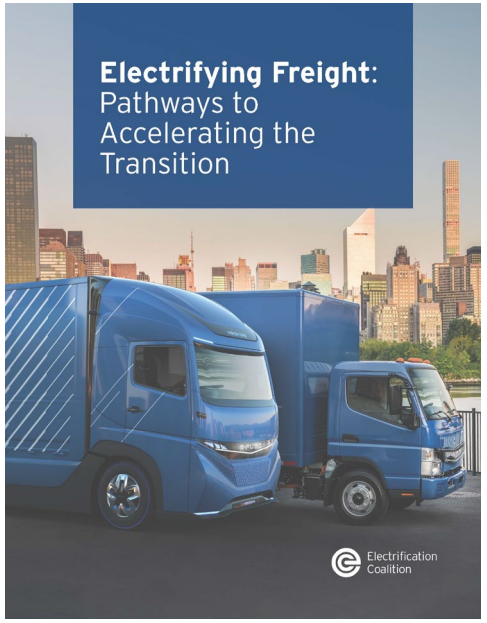
Please note that the case study above is imaginary and that funding pathways will be updated by the EC monthly. Results are comprehensive, but may not be reflective of imminent program changes. EV Funding Finder users should also be sure to inquire about state-specific incentives that could further support projects. For additional information on deadlines and RFPs, check out the Climate Program Portal.











EC Resources and Toolkits

Explore more resources at
www.electrificationcoalition.org

Thank You!

Electrification Coalition

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WASHINGTON, DC 20036

TEL: 202-461-2360
FAX: 202-318-8934
ELECTRIFICATIONCOALITION.ORG

Funding Opportunities to Reduce Diesel Emissions

Sustainable Fleet Technology Conference

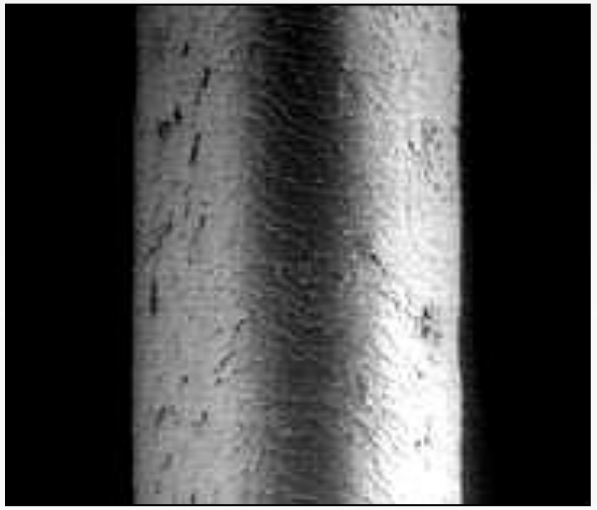
August 15th, 2023

William Carnright
U.S. EPA Region 4

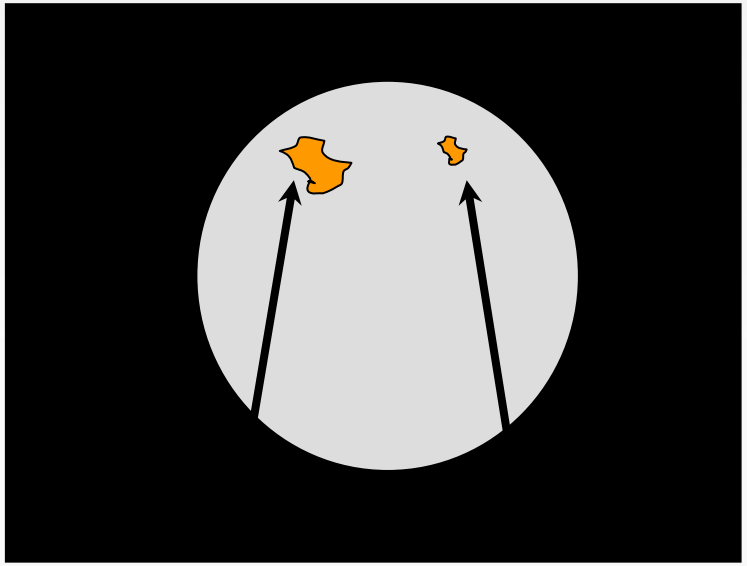
United States Environmental Protection Agency

Microscopic particles are very harmful to human health

Hair cross section (60 µm)

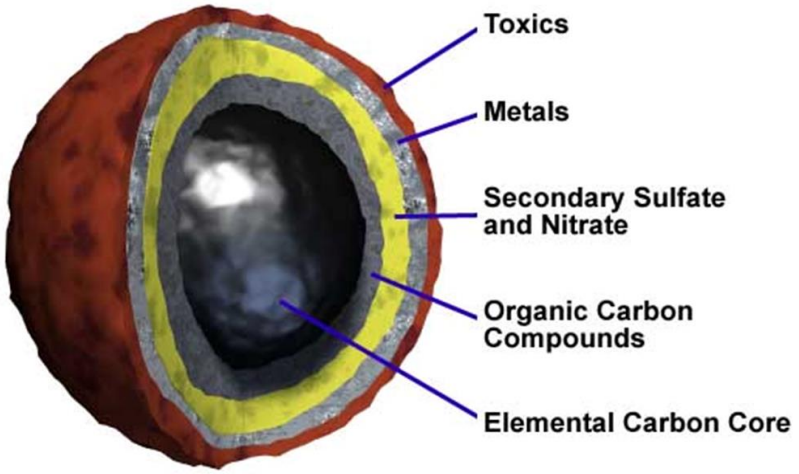


Source: U.S. EPA



PM10 (10 µm)

PM2.5 (2.5 µm)

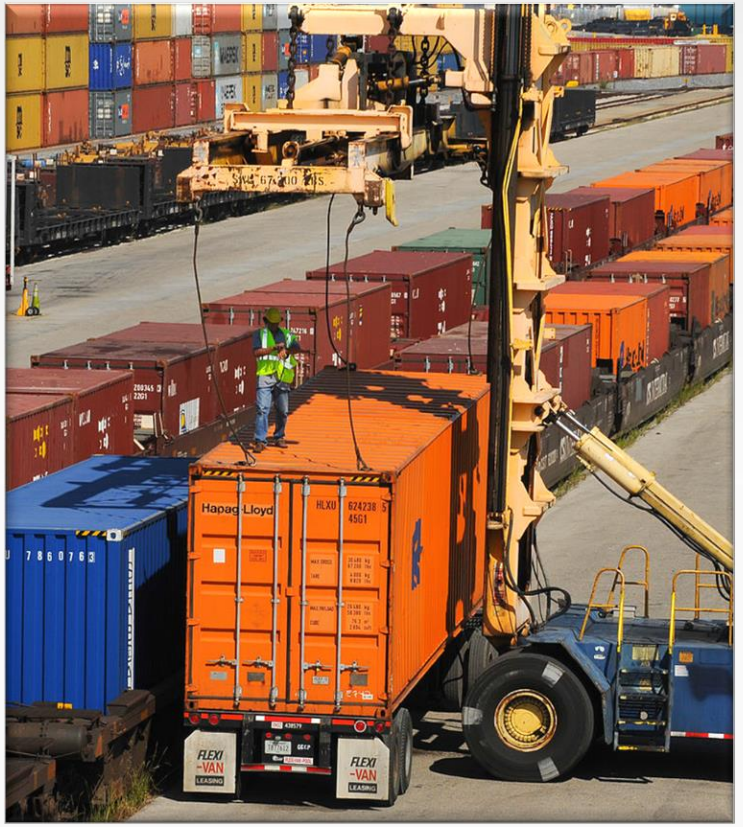


Diesel Engines and Emissions

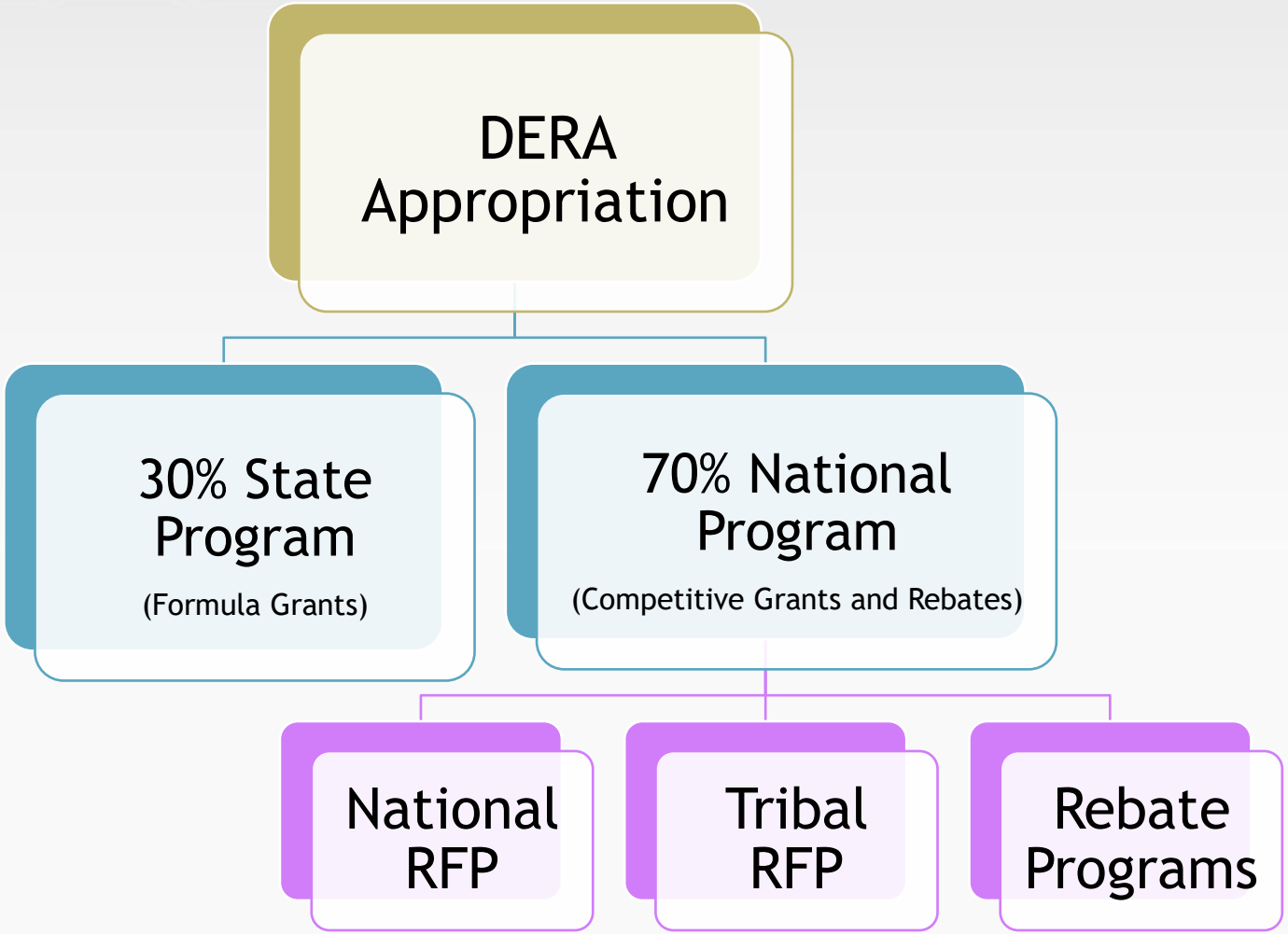
- Reducing emissions from current diesel engines is one of our most important air quality challenges
- Even with more stringent standards for new engines, millions of currently in-use engines will continue to emit large amounts of pollution
- This pollution will continue to cause premature mortality, asthma attacks, lost work days and many other health impacts

Diesel Emissions Reduction Act

- DERA originally authorized under the Energy Policy Act of 2005 with bipartisan support
- Amended and reauthorized by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364) with unanimous bipartisan support
- Provides project funding, on a competitive basis, to eligible entities, to achieve significant reductions in diesel emissions in terms of pollution produced and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas through funding vehicle replacements, engine replacements, retrofits, and other projects



DERA Appropriation



National Grant Program

2022/2023 RFA:

- EPA anticipates awarding a total of approximately $115 million under this NOFO: $58 million in Fiscal Year (FY) 2022 funding and $57 million in FY 2023 funding.

- The vehicle, equipment, and/or engine being replaced must be scrapped or rendered permanently disabled within ninety (90) days of being replaced.

- Deadline for Applications is December 1st, 2023. Apply now at epa.gov/dera/national

National Grant Program

Eligible Technology	EPA Funding Limit	Mandatory Cost Share
Drayage Truck Replacement	50%	50%
Vehicle or Equipment Replacement with EPA Certified Engine	25%	75%
Vehicle or Equipment Replacement with CARB Certified Low-NOx Engine	35%	65%
Vehicle or Equipment Replacement with Zero-Tailpipe Emission Power Source	45%	55%
Engine Replacement with EPA Certified Engine	40%	60%
Engine Replacement with CARB Certified Low-NOx Engine	50%	50%
Engine Replacement with Zero-Tailpipe Emission Power Source	60%	40%

Note: Other project types not listed here may be eligible for funding and will have their own Cost Share Requirements. Check the NOFO for more information.

National RFA – 2020 Selected Projects

Number of Projects*	Vehicle/Equipment Types
10	On-Highway (long-haul, short-haul, delivery, drayage)
5	School Bus
5	Marine
5	Nonroad
0 (in 2020)	Locomotive
4	Port Cargo Handling Equipment
3	Transit Bus
10	Refuse Hauler
1	Agriculture

*Some projects contain multiple vehicle/equipment types.

Number of Projects*	Types of Technologies
32	Vehicle/Equipment Replacement
5	Engine Repower
0	Exhaust Retrofit
3	Idle Reduction Technology
0	Electrified Parking Spaces

*Some projects contain multiple technology options.

BIL Clean School Bus Program

Under **Title XI: Clean School Buses and Ferries**, the Bipartisan Infrastructure Law (BIL) provides **$5 billion** over five years (FY22-26) for the replacement of existing school buses with clean school buses and zero-emission school buses.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

The first funding opportunity was the 2022 Clean School Bus Rebates. The second funding opportunity is the **2023 Clean School Bus Grants Program Notice of Funding Opportunity** (NOFO), which opened on April 24, 2023 and will close on August 22, 2023.

2023 CSB Grant Program Overview

EPA anticipates awarding approximately **$400 million** in CSB funding under this FY23 Notice of Funding Opportunity (NOFO).

This NOFO **includes two sub-programs**, one for school district and Tribal applicants (School District Sub-Program) and one for third-party applicants (Third-Party Sub-Program).

Eligible activities include the replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses, as well as the purchase and installation of electric vehicle supply equipment (EVSE) infrastructure.

The CSB program statute enables the program to target communities with environmental justice concerns, that is, communities adversely and disproportionately affected by environmental, climate change, and human health harms or risks, and support a broad geographic distribution of funds.

2023 CSB Grant Program Structure

School District Sub-Program

Eligible entities: (1) State and Local Governmental Entities (e.g., school districts), (2) Public Charter School Districts, and (3) Indian Tribes, Tribal Organizations, or Tribally-controlled Schools

Minimum of **15 buses**
Maximum of **50 buses**

Targeting large single-fleet turnovers that may have been limited by the 25-bus maximum in the rebate program.

Third-Party Sub-Program

Eligible entities: (1) Nonprofit School Transportation Associations and (2) Eligible Contractors (including OEMs, Dealers, and Private Bus Fleets)

Minimum of **25 buses**
Maximum of **100 buses**
Application must include at least **4** school district beneficiaries.

Targeting school districts - particularly small, rural, Tribal, or low-income beneficiaries - that may benefit from third-party technical support, grant administration, and coordination (e.g., with utilities)

EPA

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit *www.epa.gov/cleanschoolbus.*

EPA CLEAN SCHOOL BUS

CSB Funding Per Replacement Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	ZE* – Class 7+	ZE* – Class 3-6	CNG– Class 7+	CNG – Class 3-6	Propane – Class 7+	Propane – Class 3-6
Buses serving school districts that meet one or more prioritization criteria	Up to $395,000 (Bus + Charging Infrastructure)	Up to $315,000 (Bus + Charging Infrastructure)	Up to $45,000	Up to $30,000	Up to $35,000	Up to $30,000
Buses serving school districts that are not prioritized	Up to $250,000 (Bus + Charging Infrastructure)	Up to $195,000 (Bus + Charging Infrastructure)	Up to $30,000	Up to $20,000	Up to $25,000	Up to $20,000

Vehicle and Infrastructure Costs: Eligible project costs include the purchase price of eligible vehicles as shown on this slide and electric vehicle supply equipment (EVSE) infrastructure for new electric buses

Project Implementation Costs: Eligible additional project costs also include those costs directly related to the implementation, management, and oversight of the project. Please refer to the NOFO for additional specific information.

EPA

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit *www.epa.gov/cleanschoolbus.*

EPA CLEAN SCHOOL BUS

BIL CSB Prioritization Criteria
*2023 CSB Grants

1. High-need school districts and low-income areas

- Title I-funded public school districts and charter school districts not listed in the SAIPE data.
- Title 1-funded large public-school districts (more than 35,000 students and/or more than 45 public schools) that do not meet the 20% SAIPE threshold.
- School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands
- School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 as having **20% or more students living in poverty**

2. Rural school districts

- School districts identified with locale codes "43-Rural: Remote" by the National Center for Education Statistics (NCES)

3. Tribal school districts

- Bureau of Indian Affairs funded school districts and school districts that receive basic support payments for children who reside on Indian land

Eligible Existing School Buses Must:

- **Be a vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.**
  - If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
  - Scrap 2010 or older non-diesel internal combustion engine buses; or
  - Scrap, sell, or donate 2011 or newer internal combustion engine buses

- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more

- Be fully operational at the time of application submission. Have provided **bus service for at least 3 days/week on average during the 2022/2023 school year** at the time of applying, excluding COVID-related or disaster-related school closures.

** Refer to the NOFO for specific eligibility information.*

Eligible New Replacement Buses Must:

Applications must include projects which replace existing ICE school buses with propane, CNG, and/or electric school buses. All replacement school buses must:

- **Have a battery electric, CNG, or propane drivetrain.**
- **Be a new EPA or California Air Resources Board (CARB) certified vehicle model year 2021 or newer.**
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
- Be **purchased**, not leased or leased-to-own.
- Serve the school district listed on the application for **at least 5 years from date of delivery**,
  - *unless the award is to an eligible contractor and the contract with the school district ends before the end of the 5-year period, in which case those school buses may be operated as part of another school district eligible for the same or higher priority consideration.*
- **Not be purchased or otherwise subsidized with other federal grant funds**. The total of funds from the CSB grant and other eligible external funds allocated for the bus replacements cannot exceed the cost of the new buses.

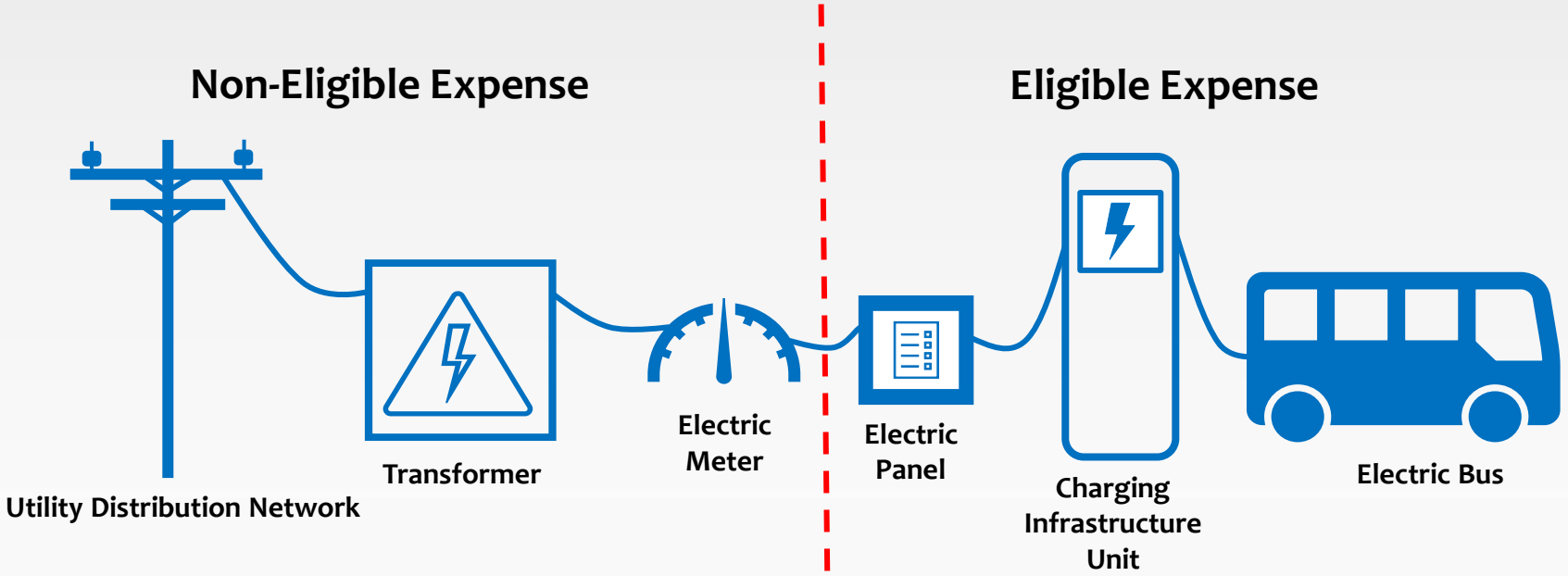
* *Refer to the NOFO for specific eligibility information.*

EPA

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit *www.epa.gov/cleanschoolbus.*

EPA CLEAN SCHOOL BUS

BIL CSB Infrastructure Funding Restrictions



- EPA funding or infrastructure is limited to the fleet's side of the meter (as shown on the right side of the diagram).
- All Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers.
  - EPA strongly recommends that all other charging infrastructure under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).

FY23 Clean School Bus Grants
NOFO Important Dates

April 24, 2023	**Notice of Funding Opportunity (NOFO) Opens**
May 10, 2023 at 3:00 p.m. (ET)	**1st Webinar Information Session** Webinar links and additional session dates can be found at: www.epa.gov/cleanschoolbus/clean-school-bus-program-grants
August 9, 2023	**Final Date to Submit Questions for Q&A Document**
August 22, 2023 at 11:59 p.m. (ET)	**NOFO Closes – Application Deadline** Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than Tuesday, August 22, 2023, at 11:59 p.m. Eastern Time (ET) in order to be considered for funding
November 2023 to January 2024	**Anticipated Notification of Selection**
February to March 2024	**Anticipated Awards**

EPA

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.

EPA CLEAN SCHOOL BUS

Future CSB Funding Opportunities

- EPA intends to make additional funding available in FY23 for the Clean School Bus Program through the 2nd Rebate Program.

- Submit comments on program design to cleanschoolbus@epa.gov
- Don't miss any updates- visit epa.gov/cleanschoolbus to sign up for the listserv

Inflation Reduction Act (IRA)

EPA Funding:

- $3B for new Clean Ports Program
- $1B for Class 6-7 HD zero-emission vehicles
- $60M in additional funding for DERA (Diesel Emissions Reduction Act)
- $50M for Funding to reduce air pollution at schools
- $27B for the Greenhouse Gas (GHG) Reduction Fund

EPA has hosted public listening sessions to collect feedback on program design.

Questions?

gna CLEAN TRANSPORTATION & ENERGY CONSULTANTS

a TRC company

Let's work together to drive a more sustainable future.

Federal Funding Discussion – Maximizing Federal Funds for Your Fleet

SUSTAINABLE FLEET TECHNOLOGY CONFERENCE & EXPO 2023

30 Years of Success

GNA has collaborated with clients to achieve great success, including:

ADVANCED VEHICLES

Managed the design and development of more clean fleet deployment projects than any other firm in North America

INFRASTRUCTURE

Helped facilitate the development of some of the world's largest renewable energy projects, and clean fuel and EV fleet charging corridors

FUNDING & INCENTIVES

Secured $1 billion in grant funding for clients with >90% success rate

OUTREACH & EDUCATION

Produced hundreds of educational events and targeted campaigns that influence tangible change

$1 BILLION

IN SECURED GRANTS &
FUNDING FOR CLIENTS

Background and Context

National Policies

Bipartisan Infrastructure Law

Inflation Reduction Act

CHIPS and Science Act

Investment ($)

- $135 billion to support zero-emission transportation
- $7.5 billion for national EV charging network
- $2.91 billion advanced clean vehicle manufacturing

Federal Funding

Tax Credits

- IRS – Clean Vehicle Tax Credits

Grant Programs

- Department of Energy (DOE)
- Department of Transportation (DOT)
- Environmental Protection Agency (EPA)
- Federal Emergency Management Agency (FEMA)
- US Department of Agriculture (USDA)

Clean Vehicle Tax Credits

General Requirements

- Cannot be applied to vehicles intended for resale
- Must be used primarily in the US
- Must be made by a qualified manufacturer (exceptions for FCVs)
- Must undergo final assembly in the US
- Seller must report name and taxpayer information to the IRS at the time of sale
- Vehicle must meet critical mineral and battery component requirements (for units placed into service on or after April 18, 2023)
- Submit Form 8936* with your tax return (IRS is currently finalizing claim form for 45W)

Clean Vehicle Tax Credit (IRC 30D)

- Up to $7,500 for new vehicle purchases
  - In service Jan 1 – April 17, 2023
    - $2,500 base voucher amount
    - Plus $417 for a vehicle with at least 7 kilowatt hours of battery capacity
    - Plus $417 for each kilowatt hour of battery capacity beyond 5 kilowatt hours
    - Minimum credit is generally $3,751
  - In service on or after April 18, 2023
    - $3,750 for meeting either the mineral or battery component criteria
    - $7,500 for meeting both
- GVWR < 14,000 lbs.
- Battery capacity of at least 7kWh

Commercial Clean Vehicle Tax Credit (IRC 45W)

- Up to $40,000 for new vehicle purchases
  - 15% of your basis in the vehicle (30% for non-gas/non-diesel vehicles)
  - Incremental cost of the vehicle
- GVWR > 14,000 lbs.
- Battery capacity of at least 15kWh
- Tax exempt organizations may be eligible for direct/elective pay

Elective Pay / Direct Pay

- Allows applicable entities to claim clean energy tax credits even if they don't owe federal income tax

- Applicable entities include
  - tax-exempt organizations § 501(a)
  - States, and political subdivisions such as local governments
  - Indian tribal governments
  - Alaska Native Corporations
  - the Tennessee Valley Authority
  - rural electric co-operatives
  - U.S. territories

- Must own the underlying eligible credit property (the vehicle)

Making an Elective Payment

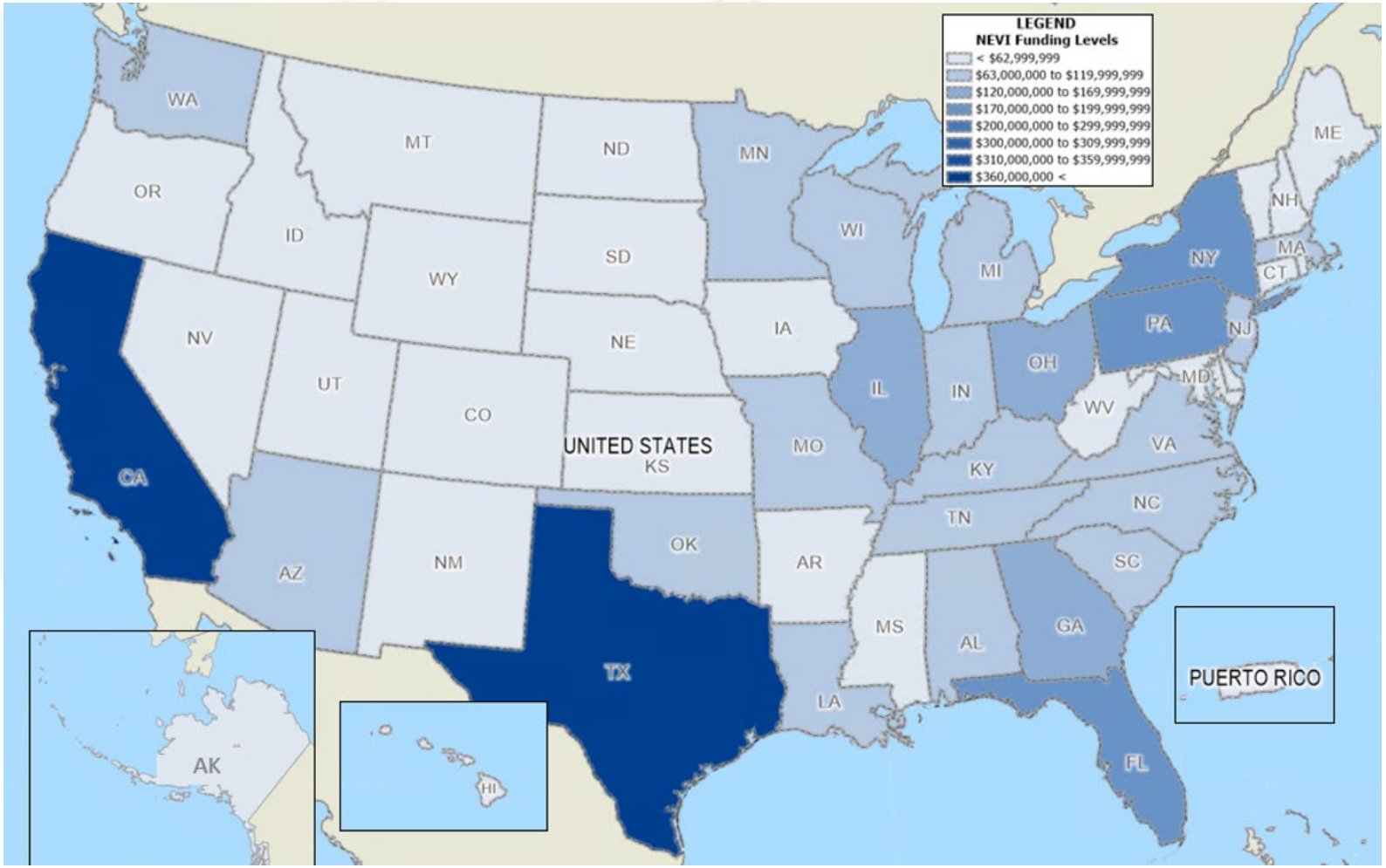
- Identify applicable credit
- Determine the appropriate tax year
- Complete pre-filing registration with the IRS to expedite return processing
- File annual tax return with proper attachments
  - Form 3800 – General Business Credit

Infrastructure Grant Programs

Alternative Fueling Infrastructure Grants

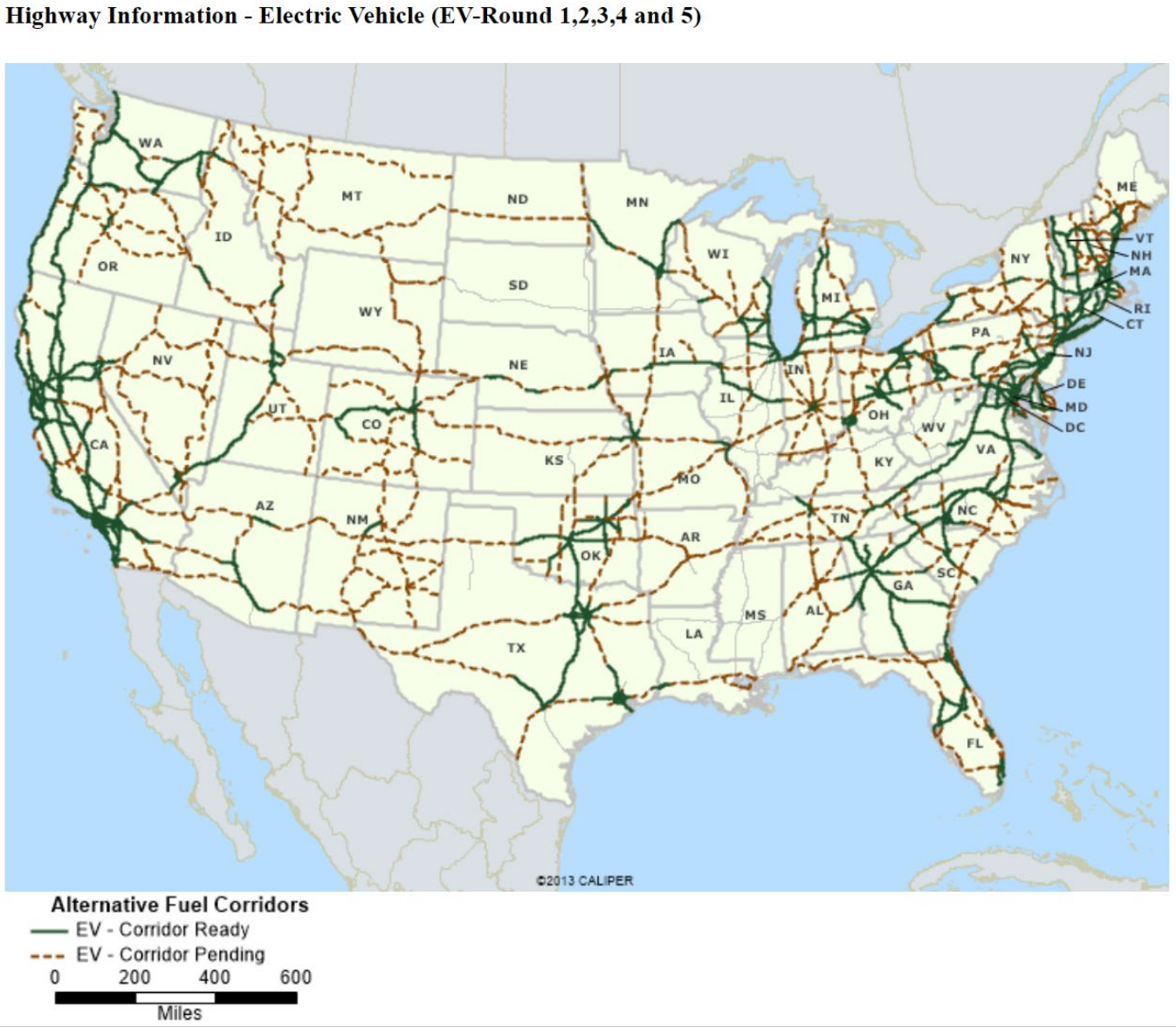
- National Electric Vehicle Infrastructure (NEVI) Formula Program
  - 50+ competitive grants
  - $5 billion over 5 years

- Charging and Fueling Infrastructure(CFI) Discretionary Grant Program
  - $2.5 billion over 5 years



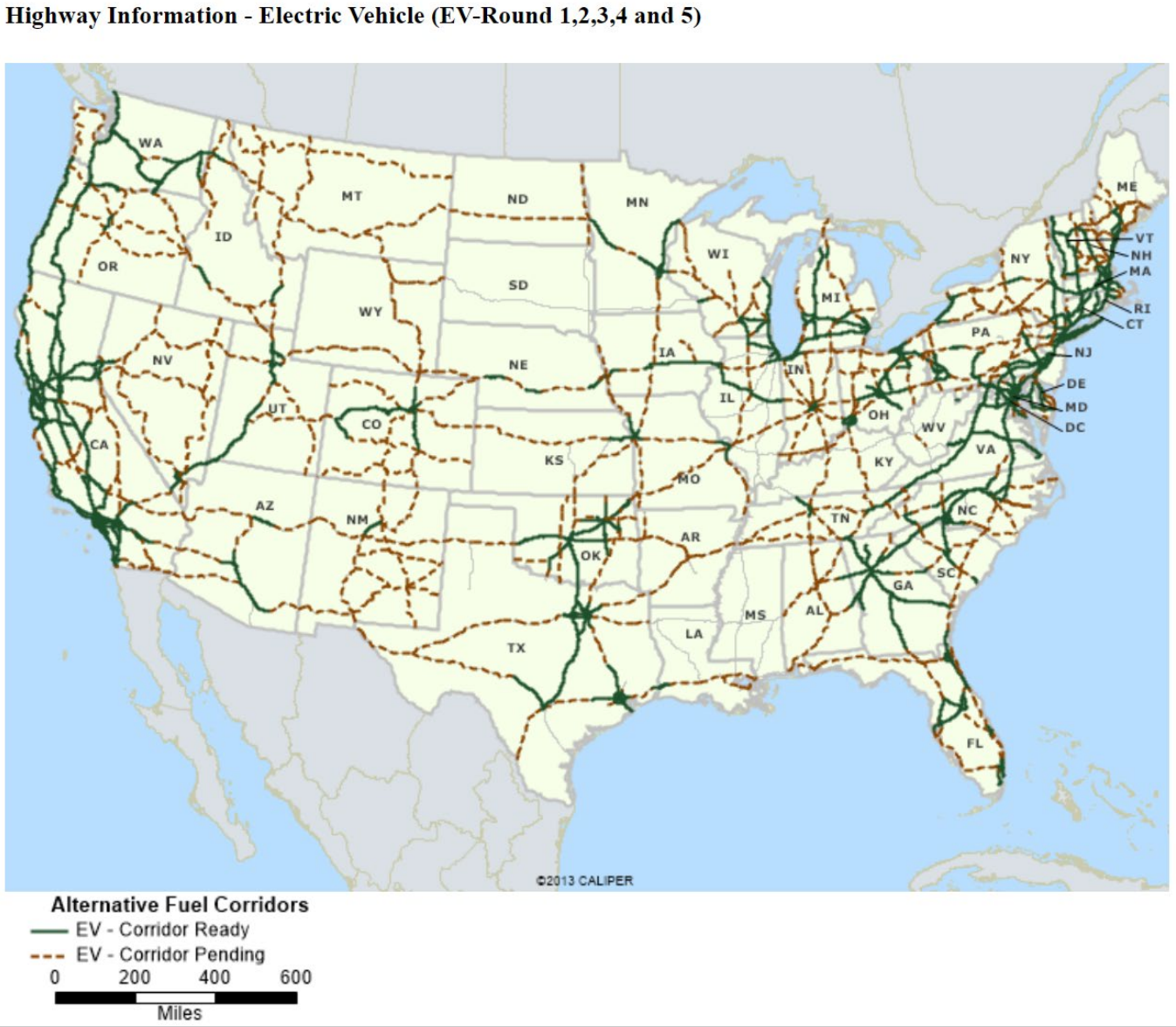
Eligible NEVI Projects

- Along alternative fuel corridors
- ≤ 50 miles between charging stations
- ≤ 1 mile from corridor/off-ramp
- 40% of projects must be benefit Justice40 communities
- Minimum site power ≥ 600 kW
- Minimum four ≥ 150 kW per port



Eligible NEVI Costs

- Public access charging
- DC Fast Chargers
- Renewable energy generation and storage
- Design and preconstruction activities
- Community outreach
- Traffic control and signage
- Data collection
- Mapping and analysis activities
- States are encouraged to consider Buy America requirements*



State	Status	Due Date
Alaska	Round 1 Closed – May 15	
Colorado	Round 1 Closed – May 5	
Delaware	Round 1 Open	Due September 14
Hawaii		
Kansas	Round 1 Closed – July 21	
Kentucky	Round 1 Open	Due August 24
Maine	Round 1 Closed – June 22	
Oklahoma	Round 1 Open	Due September 15
Ohio	Round 1 Closed – January 18	
Pennsylvania	Round 1 Closed – May 5	
Rhode Island	Round 1 Closed - May 22	
Tennessee	Round 1 Open	Due November 1
Virginia	Round 1 Open	Due September 15

Coming Soon

- Utah
- California
- Minnesota
- Georgia

CFI Overview

- Round 1 Closed in June
- $700 million available in Round 1
- Two funding lanes
  - Community Program ($350 million)
    - Projects that reduce greenhouse gas emissions and expand or fill gaps in access to infrastructure
    - $500,000 - $15 million awards
  - Corridor Program ($350 million)
    - Projects that support the buildout of charging or alternative fueling infrastructure along AFCs
    - Minimum award of $1 million with no maximum award amount
- Round 2 expected to open as early as Q4 2023

Eligible CFI Infrastructure

- Publicly accessible electric vehicle (EV) and other alternative fueling infrastructure
  - EV charging
  - Hydrogen fueling
  - Natural gas fueling
    - Compressed natural gas
    - Liquified natural gas
  - Propane fueling
    - Limited to medium- and heavy-duty vehicles

Eligible Applicants	Community Program	Corridor Program
A State or political subdivision of a State	✓	✓
A metropolitan planning organization	✓	✓
A unit of local government	✓	✓
A special purpose district or public authority with a transportation function, including a port authority	✓	✓
An Indian Tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. § 5304))	✓	✓
A territory of the United States	✓	✓
An authority, agency, or instrumentality of, or an entity owned by, 1 or more entities as listed above	✓	✓
A group of entities as listed above	✓	✓
A State or local authority with ownership of publicly accessible transportation facilities	✓	

CFI Engagement Opportunities

- Many eligible applicants are requesting project information from interested parties
  - Engagement opportunities range from formal RFPs to online surveys
  - Some agencies that have opened processes include:
    - California Energy Commission and Caltrans
    - Washington Department of Commerce
    - Michigan EGLE, MDOT, and the Office of Future Mobility and Electrification
    - Montana Energy Office at the Department of Environmental Quality
    - District of Columbia Department of Energy and Environment
    - North Central Texas Council of Governments
    - …among others
- Direct engagement with eligible entities

Fleet Opportunities with CFI

- Community Program Focus Areas
  - Multi-Modal Hubs and Shared-Use Fleets and Services
  - Rural Area Charging and Fueling Solutions
  - Fleet Vehicles that Serve and Operate in Communities

- Corridor Program Focus Areas
  - Zero Emission Corridors for Medium- and Heavy-Duty Vehicles

More Federal Funding

Environmental Protection Agency

- **National Diesel Emissions Reduction Act (DERA) Grant Program**
  - Fund public entities and non-profits to reduce diesel emissions from fleets in poor air quality areas through on and off-road/off-road equipment projects.
  - 45-50% of vehicle replacement costs
  - Applications due December 1, 2023
- **Targeted Airshed Grant Program**
  - Fund air pollution control agencies to administer clean vehicle retrofit, replacement, and demonstration projects
- **Clean Ports Program**

Department of Energy

- Advanced Vehicle Technologies (Development and Demonstration)
- Domestic Manufacturing
- Distributed Energy Systems
- Battery Storage

Department of Agriculture

- Rural Energy for America Program (REAP)
  - Grants up to $1M (25% of eligible costs) and loan guarantees for small businesses, farmers, and ranchers to purchase and installation of renewable energy generating systems
  - Annual rolling applications from March 31st – November 1st
- Powering Affordable Clean Energy (PACE)
  - Forgives up to 60% of loans for renewable energy projects that use wind, solar, hydropower, geothermal, or biomass, as well as for renewable energy storage projects.
  - Letters of Intent (LOIs) due September 29th; full applications due 60 days from letter acceptance
- Empowering Rural America (ERA)
  - Funding for rural electric cooperatives (25% of eligible costs) to 1) make energy efficiency improvements to eligible generation and transmission systems; 2) purchase, build, or deploy renewable energy system, zero-emission systems, carbon capture storage systems, or 3) purchase renewable energy.
  - Letters of Intent (LOIs) due August 31st; full applications due 60 days from letter acceptance

Department of Homeland Security – Federal Emergency Management Agency (FEMA)

- **Building Resilient Infrastructure and Communities (BRIC)**
  - Support states, local communities, tribes and territories in implementing for pre-disaster mitigation activities that increase resilience and public safety including energy storage and renewables
  - 75% of eligible costs up to $1M for state/tribal applicants; no award limit for national competition applicants
  - Program is currently under development; expected to open Q4 2023

Key Takeaways

- Program goals and targets
  - 40% of benefits from federal investment to Disadvantaged/Justice40 Communities
  - Workforce development
  - Domestic Sourcing (Buy America)
- Flow of Funds to State/Regional Administrators
- Project Concept Development
- Partnerships
  - OEMs
  - Trucking-as-a-Service (TaaS) providers
  - Charging-as-a-Service (CaaS) providers
  - Station developers
  - Public Entities
  - Community Based Organizations (CBOs) and non-profits
  - Academic institutions
  - Labor Organizations
- Timelines and Project Readiness

Thank You!

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