Infrastructure Investment and Jobs Act

Electric Vehicle Charging Infrastructure

October 2023

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Capital Markets

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Electric Vehicle Charging Infrastructure Funding

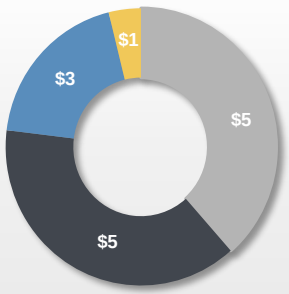
IIJA Electric Vehicle Charging Infrastructure - Funding Mechanisms

National Electric Vehicle Formula Program (New)	▪ Funding to build ultra-fast EV charging stations along designated alternative fuel corridors to increase charging infrastructure available with an aim to provide network of 500k charging stations to make cross-country electric travel accessible to all Americans
Clean School Bus Program (New)	▪ Provides equal funding over FY22-26 for the replacement of existing school buses with zero-emission & clean school buses
Grants for Charging & Fueling Infrastructure (New)	▪ Grant program for publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure
Electric or Low-Emitting Ferry Pilot Program (New)	▪ Provides grants to state and local governments to purchase electric or low-emitting ferries and to electrify or otherwise reduce emissions from existing ferries

Total IIJA EV Charging Funding Dollars

(In Billions)

$13 billion in total funding available



Upcoming P3 Opportunities

	**New Jersey Transit Northern Bus Garage P3**	The new major maintenance facility will address demand growth in Northern New Jersey and support the state mandate to transition to a 100% zero emission bus fleet by 2040
	**MTA Electric Bus Charging Facility P3**	The project will accelerate large-scale electrification of MTA's diesel-powered Bronx bus fleet by developing one of the greenest industrial facilities in North America
	**Massachusetts EV Charging Centers**	MassDOT is evaluating a P3 to build direct current fast-charging EV chargers along existing and planned alternative fuel corridors in the state

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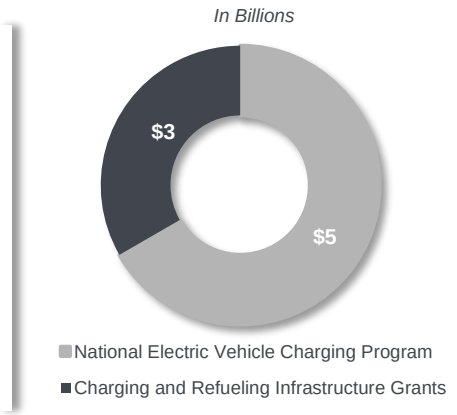
Source: Publicly available information
Note: * Defined in the respective overview slides

IIJA on Electric Vehicle Infrastructure

Overview

- Establishes federal funding for EV charger infrastructure – $7 billion; EV school buses – $5 billion; grants for states for battery processing – $3 billion over five years
- An EV working group will be formed to provide recommendations on integrating EVs into the energy system and orders a demonstration project to use EVs as decentralized energy storage
- The bill also includes an additional $5 billion to help state and local governments, eligible contractors, and nonprofit school transportation associations adopt low-carbon and zero-emission school buses
- Another $65 billion will fund an investment in clean energy and renewables for the nation's electricity grid and promises to create a more resilient system



Grant Programs

Grants for Charging and Fueling Infrastructure

- IIJA sets aside $2 billion for grant awards to eligible entities for strategic deployment of publicly accessible EV charging infrastructure and hydrogen, propane or natural gas fueling infrastructure
- Eligible entities must contract with private entities for acquisition, installation, construction, maintenance, and/or operation of publicly accessible EV charging infrastructure directly related to EV charging
- The maximum grant amount under this program is capped at $15 million

National Electric Vehicle Formula Program

- IIJA sets aside $5 billion through 2026 to states for the strategic deployment of EV charging infrastructure and the establishment of an interconnected network for data collection, access and reliability
- In order to receive the funds, states must submit their plans to the DOT, subject to various information disclosure and assessment requirements, as well as certain formulas to be developed by DOT

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Source: Publicly available information

Proposed Minimum Standards for Electric Vehicle (EV) Funding

Overview

- On June 9, 2022, the Department of Transportation (DOT), through the Federal Highway Administration (FHWA), published a Notice of Proposed Rulemaking (NPRM) setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program and projects for the construction of publicly accessible electric vehicle chargers
- The NEVI Formula Program provides $5 billion funding that focuses on the nationwide development of EV charging infrastructure
- The proposed standards aim to create uniformity and consumer transparency in the EV charging sector

Focus Areas

1 Installation, Operation and Maintenance by Qualified Technicians of EV Infrastructure

- FHWA proposes requirement of Direct Current Fast Chargers (DCFCs) with a minimum of four charging ports at each charging station capable of simultaneously charging multiple EVs
- Each DCFC charging port must be able to operate at a minimum of 150kW
- The charging stations will be required to utilize the combined charging system port as a universal connector to accommodate a baseline of vehicles as well as adapters to provide charging for all EV models
- Charging stations should be available for use 24 hours a day, seven days a week and on a year-round basis, with minor exceptions
- All Electric Vehicle Supply Equipment (EVSE) would be required to obtain certification from an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory
- Also proposes minimum skill, training and certification standards for technicians installing, operating and maintaining EVSE to ensure consistency around quality installation and safety across the network

2 Interoperability of EV Charging Infrastructure

- The FHWA proposes a seamless national network of EV charging infrastructure that can communicate and operate on the same software platforms from one state to another
- Proposes interoperability requirements for charger-to-EV communication to ensure that chargers can perform smart charge management and plug and charge operations

3 Traffic Control Devices and On-Premise Signs Acquired, Installed or Operated

- The FHWA proposes to address requirements about traffic control devices and on-premise signs by cross-referencing other existing requirements contained in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)

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Source: Publicly available information

Proposed Minimum Standards for Electric Vehicle (EV) Funding

Focus Areas

4 Data Requested Related to a Project Funded Under the NEVI Formula Program

- FHWA proposes quarterly and annual data submittal requirements for projects funded under the NEVI Formula Program
- States would be required to submit quarterly data to identify charging station use, reliability maintenance and installation cost information
- On an annual basis, states would be required to submit identifying information about organizations operating, maintaining or installing EVSE along with information about any certifications of these entities through state or local business opportunity certification programs
- Finally, states would be required to submit an annual report describing the community engagement activities conducted in accordance with approved state EV Infrastructure Deployment Plans

5 Network Connectivity of EV Charging Infrastructure

- FHWA proposes network connectivity requirements for charger-to-charger network communication, charging network-to-charging network communication and charging network-to-grid communication
- The requirements address standards for secure remote monitoring, diagnostics, control and updates
- The FHWA believes these proposed requirements would help address cybersecurity concerns while mitigating against stranded assets (whereby any provider abandons operations at a charging station)

6 Information on Publicly Available EV Charging Infrastructure Locations

- FWHA proposes requirements to standardize the price and availability of each charging station
- States would be required to ensure that basic charging station information (including location, connector type and power level), real-time status, and real-time price to charge would be available free of charge to third-party software developers through application programming interface
- The FHWA believes this would enable effective communication with consumers about available charging stations and help consumers make informed decisions about trip planning and when and where to charge their EVs
- Also proposes requirements for public transparency when EV charging prices are set by a third party, which will protect the consumer from price gouging

- The proposed rule would apply to the 50 states, the District of Columbia and Puerto Rico
- The FHWA and DOT are requesting comments on the proposed rule before a final rule will be published
- Comments to the proposed rule are due within 60 days of the date on which the proposed rule is published in the Federal Register

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Source: Publicly available information

National Electric Vehicle Infrastructure Formula Program (1/2)

Key Facts

Funding Type:
New

Funding Amount:
USD $5 billion

Period of Availability:
Available until expended

Funding Mechanism:
NEVI Formula Program

Maximum Grant:
N/A

Federal Cost Share:
Up to 80%

Funding Objective

- To provide dedicated funding to states to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access and reliability:
  - Initially funding under this program is directed to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the interstate highway system
  - When the national network is fully built out, funding may be used on any public road or in other publicly accessible location

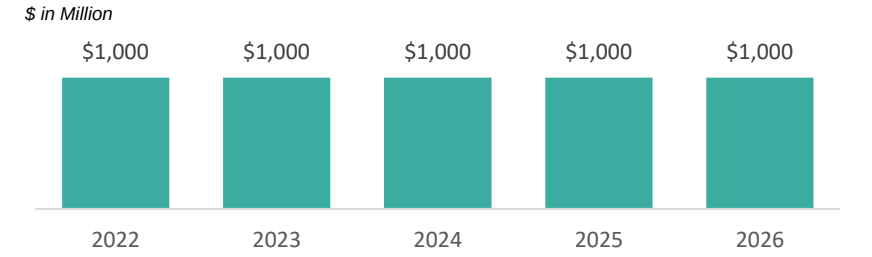
Use of Funds

- For the acquisition and installation of EV charging infrastructure and providing operating assistance for costs allocable to operating and maintaining EV charging infrastructure
- For mapping and analysis activities to evaluate in an area in the United States

Eligible Recipients / Entities

All states in the U.S.

Funding by Year



Next Milestone

Guidance Released in June 2023

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Source: Publicly available information

National Electric Vehicle Infrastructure Formula Program-FY2023 (2/2)

Overview

- The final rule establishes regulations setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program
- The purpose is to provide funding to States to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability
- BIL appropriates a total of $5.0 billion for the NEVI Formula Program over the period of fiscal years 2022 through 2026

Considerations for Deployment of EV Charging Infra

- EV charging infrastructure should be located as close to Interstate Highway System and highway corridors as possible and in general no greater than 1 mile from interchange exits or highway intersections along designated corridors
- Connections to the electric grid, vehicle-to-grid integration, alignment with electric distribution interconnection processes and plans for the use of renewable energy sources to power charging and energy storage
- States should consider locations at land uses with publicly accessible restrooms, drinking water, appropriate lighting and sheltered seating areas such as travel centers, food retailers, visitor centers on Federal lands, small businesses with ADA accessible pathway between EV charging infrastructure & the front door of identified establishment & other comparable facilities
- Distribution of EV charging infrastructure across a State should specifically target locations and benefits to rural areas, underserved & overburdened communities and disadvantaged communities through analysis of existing service to areas in a State
- Long-term operation & maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure
- Existing private, national, State, local, Tribal & territorial government EV infrastructure programs and incentives
- Fostering enhanced, coordinated, public-private or private investment in EV charging infrastructure
- Meeting current & anticipated market demands for EV charging infrastructure, including with regard to power levels & charging speed and minimizing the time to charge current and anticipated vehicles

Project Eligibility Provisions

Acquisition and Installation:

- Install new chargers, to upgrade existing chargers or to add additional charging infrastructure along designated AFCs
- Installation of EV charging equipment
- Eligible acquisition and installation costs include costs directly related to light-duty, medium-duty and heavy-duty EV charging infrastructure

Operating Assistance:

- Costs allocable to operating and maintaining EV charging infrastructure acquired or installed under the program, for a period not to exceed 5 years

Development Phase Activities:

- Activities include planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work and other preconstruction activities

Traffic Control Devices and On-Premise Signage:

- Acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed or operated

Data Sharing:

- Costs related to the specific data sharing requirements of the program as well as costs of data sharing on all chargers and charging activities on EV network

Mapping and Analysis Activities:

- To forecast commuting and travel patterns of EVs and the quantity of electricity required to serve EV charging stations
- to estimate the concentrations of EV charging stations to meet the needs of current and future EV drivers
- to estimate future needs for EV charging stations to support the adoption and use of EVs in shared mobility solutions

Program Administration:

- Administrative costs are an eligible expense for reimbursement whether it is direct and indirect cost allocation

Workforce Development:

- Workforce development activities are eligible so long as they are directly related to the charging of an electric vehicle

Source: Publicly available information

National Electric Vehicle Infrastructure Formula Program– Rules (2/2)

Overview

- The final rule establishes regulations setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program
  - Also applies to the projects for the construction of publicly accessible electric vehicle (EV) chargers under certain statutory authorities, including any EV charging infrastructure project funded with federal funds

Areas Required the Minimum Standards

- Installation, operation and maintenance by qualified technicians of EV infrastructure
- Inter-operability of EV charging infrastructure
- Traffic control devices and on-premise signs acquired, installed or operated
- Data requested related to EV charging projects
- Network connectivity of EV charging infrastructure
- Information on publicly available EV charging infrastructure locations, pricing, real-time availability and accessibility though mapping applications

Benefits of the Rule

- Helps create energy independence and encourages more widespread adoption of EVs because EV consumers will be more confident in the availability, safety and consistency of EV charging stations
- Opportunity to advance both equity and environmental justice for communities that have been underserved by transportation infrastructure and overburdened by costs and environmental harms by supporting widescale national EV adoption and the deployment of EV charging infrastructure

Key Date

Effective Date: March 30, 2023

Summary

Number of Charging Ports:

- Minimum 4 ports of any type

Connector Types:

- Each DCFC port must have a combined charging system type 1 connectors
- Allows DCFC charging ports to have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle

Power Level:

- Each DCFC located along and designed to serve users of designated AFCs must simultaneously deliver up to 150kW
- Each AC Level 2 port be capable of providing at least 6 kW per port simultaneously across all AC ports with an option to allow the customer to consent to accept a lower power level to allow power sharing or to participate in smart charge management programs
- Power sharing is permissible above the minimum 150-kW per-port requirement for DCFCs

Equipment Certification:

- All equipment is appropriately certified and that all AC Level 2 chargers are ENERGY STAR certified

Long-Term Stewardship:

- Chargers should be maintained for a minimum of 5 years

Qualified Technicians:

- Workforce installing, maintaining and operating the chargers should have appropriate licenses, certifications and training

Use of Program Income for:

- Debt service with respect to the EV charging station project
- A reasonable return on investment of any private person financing the EV project
- Any costs necessary for the improvement and proper operation and maintenance of the EV charging station
- Payments that the party holding the right to the revenues owes to the other party under the public-private partnership agreement

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Source: Publicly available information

NEVI Formula: Funding Details

Funding Details for FY22, FY23 and FY22-26 ($ in millions)

State	FY22	FY23	FY24	FY22-26
Texas	60	87	87	408
California	57	82	82	384
Florida	29	42	42	198
New York	26	37	37	175
Pennsylvania	25	36	37	172
Illinois	22	32	32	149
Ohio	21	30	30	140
Georgia	20	29	29	135
Michigan	16	23	23	110
North Carolina	16	23	23	109
Virginia	16	23	23	106
New Jersey	15	22	22	104
Indiana	15	21	21	100

State	FY22	FY23	FY24	FY22-26
Missouri	15	21	21	99
Tennessee	13	19	19	88
Alabama	12	17	17	79
Wisconsin	12	17	17	79
Arizona	11	16	16	76
Louisiana	11	16	16	73
Washington	10	15	15	71
South Carolina	10	15	15	70
Kentucky	10	15	15	69
Minnesota	10	14	15	68
Oklahoma	10	14	14	66
Massachusetts	9	14	14	63
Maryland	9	13	13	63

Bolded text denotes states with P3 legislation or P3 offices

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Source: Publicly available information

NEVI Formula: Funding Details

Funding Details for FY22, FY23 and FY22-26 ($ in millions)

State	FY22	FY23	FY24	FY22-26
Colorado	**8**	**12**	**12**	**57**
Arkansas	**8**	**11**	**12**	**54**
Connecticut	**8**	**11**	**11**	**53**
Alaska	**8**	**11**	**11**	**52**
Oregon	**8**	**11**	**11**	**52**
Iowa	**8**	**11**	**11**	**51**
Mississippi	**7**	**11**	**11**	**51**
West Virginia	**7**	**10**	**10**	**46**
Montana	**6**	**9**	**9**	**43**
Kansas	6	8	8	40
New Mexico	**6**	**8**	**8**	**38**
Nevada	**6**	**8**	**8**	**38**
Utah	**5**	**8**	**8**	**36**

State	FY22	FY23	FY24	FY22-26
Nebraska	**4**	**6**	**6**	**30**
Idaho	**4**	**6**	**6**	**30**
South Dakota	4	6	6	29
Wyoming	4	6	6	27
North Dakota	**4**	**6**	**6**	**26**
Rhode Island	**3**	**5**	**5**	**23**
Vermont	**3**	**4**	**5**	**21**
Maine	**3**	**4**	**4**	**19**
Delaware	**3**	**4**	**4**	**18**
Hawaii	**3**	**4**	**4**	**18**
New Hampshire	**3**	**4**	**4**	**17**
Dist. Of Col.	**2**	**4**	**4**	**17**
Puerto Rico	**2**	**3**	**3**	**14**

Bolded text denotes states with P3 legislation or P3 offices

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Source: Publicly available information

NEVI Formula: Submitted Funding Plans

State	NEVI Plan
Texas	Plan to focus on interstate routes then transition to off interstate routes and urban areas
California	To deploy 250,000 electric vehicle chargers by 2025, including 10,000 DCFC
Florida	Purchase and installation of EV charging infrastructure & traffic control devices
New York	Plan to support installation and operation of EV infrastructure over the next year
Pennsylvania	Plan to install at least 2,000 new EV charging ports at 800 sites by 2028
Illinois	To install EV charging stations (20) along I-39, I-55, I-57, I-64, I-74, I-80 and I-90
Ohio	Plan to install 15 AFCs EV charging stations across Interstates 270, 275, 675, 680, 70, 71, 75, 76, 77, 80 and 90
Georgia	Charging stations will be installed across 10 alternative fuel corridors
Michigan	Plan to support two million EVs on Michigan roads by 2030
North Carolina	To fund community-based projects certified from USDOT as AFCs
Virginia	The initial phase builds AFCs across I-64, I-66, I-77, I-81, I-85, I-95, I-295 and I-495
New Jersey	Plan establishes 3 phases which covers EVSE along AFCs and DCFC based on community needs
Indiana	Plan to resolve 50-mile gaps on alternative fuel corridors

State	NEVI Plan
Missouri	Plan to develop the EV charging network in the priority locations
Tennessee	Plan to install EV charging infrastructure along AFCs across I-40, I-65, I-24, I-75, I-81, I-26 and US 64
Alabama	Plan to make all interstates, EV corridor-ready over the next 5-7 years
Wisconsin	Plan to build 100% of interstates and 85% of state highway system AFCs
Arizona	Equip EV drivers by increase the long-range mobility by reducing gaps in station
Louisiana	Prioritize installation of the minimum number of AFC-compliant stations
Washington	To build fast charging along the state's existing AFCs in I-5, I-90, I-82/I-182 and US 395, US 101 and US 195
South Carolina	Aims to construct and maintain new EV infrastructure
Kentucky	Deploy stations on alternative fuel corridors including I-65, I-75, I-24 & I-64
Minnesota	Plan to invest on fast charging stations to existing AFCs in I-94 & I-35
Oklahoma	To enhance the existing EV charging network
Massachusetts	EV AFC network in 9 interstates, 2 U.S. routes and 3 state routes
Maryland	Plan to install the EV charging stations in 23 designated EV corridors

Source: Publicly available information

NEVI Formula: Submitted Funding Plans

State	NEVI Plan
Colorado	13 designated EV corridors that are eligible for NEVI-funded projects
Arkansas	EV charging stations along designated alternative fuel corridors
Connecticut	Phase one plans to build 10 locations consisting at least four chargers each
Alaska	To build a statewide EV fast-charging network in four phases till 2026
Oregon	To build EV corridors along Interstates 5, 84, 82 and U.S. 26, 101, 20 and 97
Iowa	Plan to build chargers across I-80, I-35, I-29 &I-380 corridors in first 2 year
Mississippi	Developing a plan to ensure EV infrastructure to rural and urban areas
West Virginia	To fund AFCs for electric vehicles particularly along the Interstate Highway System
Montana	Plan to focus on filling large charging gaps along I-15, I-90 and I-94
Kansas	Aims to construct and maintain new EV infrastructure
New Mexico	Plan to build 20 additional level 3 charger stations outside of interstate corridors
Nevada	Plan to build-out all AFC interstates I-11, I-15, I-80, I-580, I-215, and I-515
Utah	Plan to address charging infrastructure deployment, existing & future conditions

State	NEVI Plan
Nebraska	The initial focus (year 1 of the six years) is to fund I-80 corridor
Idaho	Install stations in low to moderate-income and rural communities
South Dakota	Plan to install EV chargers AFCs located in I-29, I-229, I-90 and I-190
Wyoming	Plan to install EV charging infrastructure along AFCs across I-80, I-25 and I-90
North Dakota	To build chargers less than 50 miles apart and one mile off exits along I-94 and I-29
Rhode Island	Plan to build out the state's EVSE and AFC charging infrastructure
Vermont	Plan is intended to help guide state investments in EV infrastructure
Maine	To deploy Level 2 chargers to serve overnight or extended duration charging
Delaware	Plan to locate 11 multi-car, fast charging stations over the next 5 years
Hawaii	Program to install and operate EV charging stations
New Hampshire	Develop DCFC stations in I-93, I-95 & I-89. Followed by NH from I-89 to Keene
Dist. Of Col.	To fund AFCs for electric vehicles particularly along the Interstate Highway System
Puerto Rico	Plan to install EV chargers AFCs located in PR-2, 22, 52, 18, 3, 53, 54, and 66

Source: Publicly available information

Clean School Bus Program (1/4)

Key Facts

Funding Type:
New

Funding Amount:
USD $5 billion

Period of Availability:
Available until expended

Funding Mechanism:
Grant, Rebate and Contract

Maximum Grant:
N/A

Federal Cost Share:
Up to 100%

Funding Objective

- Replacement of existing school buses with low- and zero-emission school buses:
  - Under the Clean School Bus Program, half of the available funding is dedicated for zero-emission school buses and half is for clean school buses
  - A zero-emission school bus is a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas, and a clean school bus is one that reduces emissions and is operated entirely or in part using an alternative fuel

Use of Funds

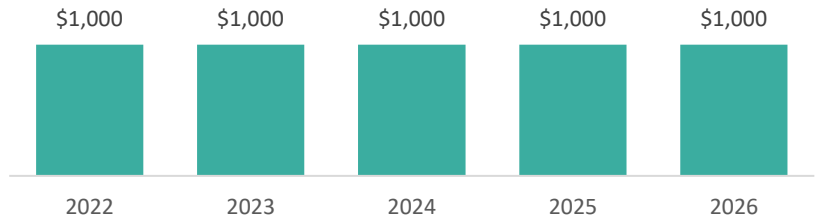
- To award up to 100% of the cost of the replacement bus and charging or fueling infrastructure and EPA may award funding for bus replacement and infrastructure through grants, rebates or contracts

Eligible Recipients / Entities

State or local governmental entities, eligible contractors for profit, not-for-profit or non-profit entity, non-profit school transportation associations Tribes, Tribal organizations and Tribally-controlled schools

Funding by Year

$ in Million



Next Milestone

NOFO for FY 2023 released

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Source: Publicly available information

Clean School Bus Program – NOFO (2/4)

Overview

- The Bipartisan Infrastructure Law of 2021 authorizes EPA to offer rebates to replace existing school buses with clean and zero-emission (ZE) models
- The 2022 Clean School Bus (CSB) rebates process includes SAM.gov account registration, application submission, review and selection by EPA, purchase order submission and request for payment, payment receipt, new bus delivery and old bus replacement, and close out

Eligible Applicants & Projects

The following entities are eligible to apply for EPA school bus rebates:

- State and local governmental entities that provide bus service
  - Public school districts, including charter schools, with an NCES District are eligible to apply directly for funding
  - Most state governmental entities would not be eligible to apply, but some, like South Carolina, own bus fleets and would be eligible
- **Eligible contractors are for-profit, not-for-profit, or non-profit entities that have the capacity to** sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or **arrange financing for such a sale**
  - School bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors
- **Non-profit school transportation associations**
- Indian tribes, Tribal organizations, or tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school

Available Funding

- For the 2022 CSB Rebates, EPA anticipates offering $250 million for clean school buses and $250 million for zero-emission school buses
- EPA may award more funding depending on demand and other considerations
- Maximum rebate amount per bus is dependent on
  - Replacement bus fuel type
  - Replacement bus size
  - Whether the school district served by the buses is prioritized

Key Program Requirements

Eligible New Replacement Buses:

- Have a battery-electric, CNG, or propane drivetrain
- Be EPA certified vehicle model year 2021 or newer
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more
- Not be ordered prior to receiving official notification of selection for EPA funding
- Be purchased, not leased or leased-to-own
- Serve the school district listed on the application for at least five years from the date of delivery
- Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements

To be eligible for replacement, old school buses must:

- Be 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 operational at the time of application submission – able to start, move in all directions, and have all operational parts
- Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures

Key Date

Online Application Submitted: August 19, 2022

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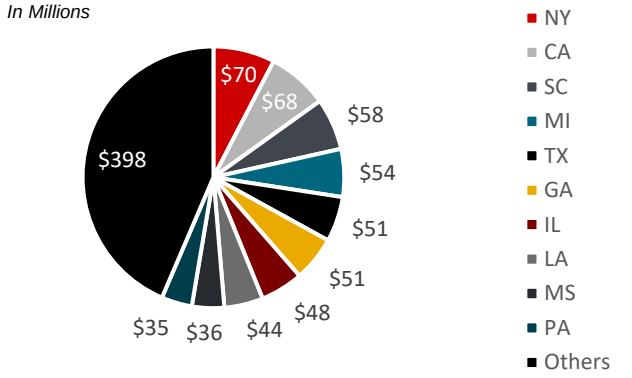
Source: Publicly available information

Clean School Bus Program – FY 2022 Grant (3/4)

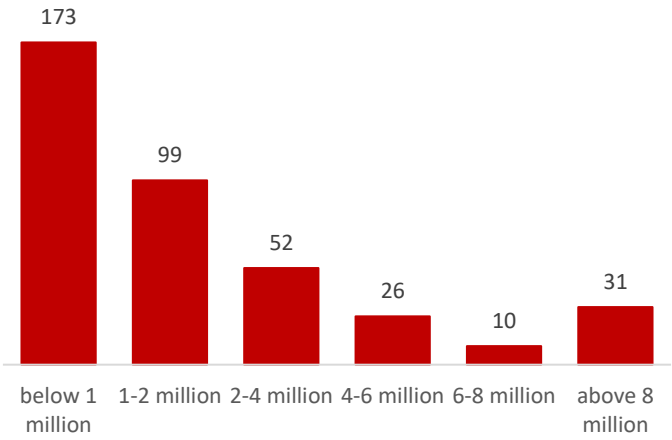
Funding by State

In Millions



Number of School District by Funding Amount

X Axis In $



State	Top 5 School Districts
New York	New York City Geographic District #1, Rondout Valley Central School District, Onteora Central School District, NYC Chancellor's Office and Barker Central School District
California	Compton Unified, Montebello Unified, Stockton Unified, Coalinga-Huron Unified and Lakeside Union Elementary
South California	Georgetown 01, Richland 01, Orangeburg, Anderson 05 and Sumter 01
Michigan	Pontiac City School District, Jackson Public Schools, Dearborn City School District, Ypsilanti Community Schools and Homer Community School District
Texas	Killeen ISD, Socorro ISD, Dallas ISD, San Felipe-Del Rio CISD and Houston ISD
Georgia	Atlanta Public Schools, Savannah-Chatham County, Clayton County, Long County and Meriwether County
Illinois	Bloom Twp HSD 206, Herscher CUSD 2, Galesburg CUSD 205, Westville CUSD 2 and Hardin County CUSD 1
Louisiana	Rapides Parish, Pointe Coupee Parish, City Of Monroe School District, East Baton Rouge Parish and Madison Parish
Mississippi	Calhoun Co School District, Jackson Public School District, Chickasaw Co School District, Choctaw Central High School and Vicksburg Warren School District
Pennsylvania	Scranton SD, Greater Nanticoke Area SD, Harrisburg City SD, Washington SD and Avella Area SD

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Source: Publicly available information

Clean School Bus Program (2023) – NOFO (4/4)

Overview

- The Bipartisan Infrastructure Law of 2021 authorizes EPA to offer rebates to replace existing school buses with clean and zero-emission (ZE) models
- The 2023 Clean School Bus (CSB) rebates process includes SAM.gov account registration, application submission, review and selection by EPA, purchase order submission and request for payment, payment receipt, new bus delivery and old bus replacement, and close out

Eligible Applicants & Projects

The following entities are eligible to apply for EPA school bus rebates:

- State and local governmental entities that provide bus service
  - Public school districts, including charter schools, with an NCES District are eligible to apply directly for funding
  - Most state governmental entities would not be eligible to apply, but some, like South Carolina, own bus fleets and would be eligible
- **Eligible contractors are for-profit, not-for-profit, or non-profit entities that have the capacity** to sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or **arrange financing for such a sale**
  - School bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors
- **Non-profit school transportation associations**
- Indian tribes, Tribal organizations, or tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school

Available Funding

- For the 2023 CSB rebates, EPA anticipates offering $400 million for clean school buses and zero-emission school buses
- EPA anticipates awarding a total of approximately 25 to 50 cooperative agreements
- No cost sharing or matching is required under this funding opportunity

Key Program Requirements

Eligible New Replacement Buses:

- Have a battery-electric, CNG, or propane drivetrain
- Be EPA certified vehicle model year 2021 or newer
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more
- Not be ordered prior to receiving official notification of selection for EPA funding
- Be purchased, not leased or leased-to-own
- Serve the school district listed on the application for at least five years from the date of delivery
- Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements

To be eligible for replacement, old school buses must:

- 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 operational at the time of application submission – able to start, move in all directions, and have all operational parts
- Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures

Key Date

Online Application Submitted: August 22, 2023

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Source: Publicly available information

Charging and Fueling Infrastructure Grant Program

Key Facts

Funding Type:
New

Funding Amount:
USD $2.5 billion

Period of Availability:
Four Years

Funding Mechanism:
Competitive Grant

Maximum Grant:
$15 million

Federal Cost Share:
Up to 80%

Funding Objective

- To strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors:
  - At least 50% of this funding must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within areas with low level of private parking spaces

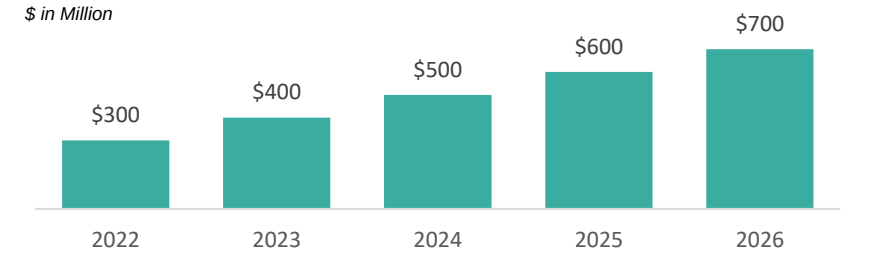
Use of Funds

- To contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle

Eligible Recipients / Entities

State, metropolitan planning organization, unit of local government, special purpose district or public authority with a transportation function, including a port authority, an Indian tribe, a territory of the U.S., an authority, agency or instrumentality of or an entity owned by, one or more entities

Funding by Year



Next Milestone

NOFO issued for FY 2022 & FY 2023

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Source: Publicly available information

Charging and Fueling Infrastructure Grant Program (2022 & 2023)

Overview

- The Bipartisan Infrastructure Law of 2021 authorizes FHWA to provide grants for Community Program and Corridor Program
  - **Community Program**: to reduce greenhouse gas emissions and to expand or fill gaps in access to charging or alternative fueling infrastructure
  - **Corridor Program**: to support buildout of charging or alternative fueling infrastructure along designated AFCs

Eligible Applicants & Projects

The following entities are eligible to apply for grant:

- 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, a territory of the U.S.

Eligible Projects:

- **Community Program:** publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure or natural gas fueling infrastructure
  - Projects may be located on any public road or in other publicly accessible locations
- **Corridor Program:** any project that contracts with a private entity for acquisition and installation or operation, of eligible infrastructure
  - Eligible infrastructure is publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure that is directly related to the charging or fueling of a vehicle
  - Projects must be located along an alternative fuel corridor

Available Funding

- $350 million each for community program and corridor program ($150 million for FY 2022 and $200 million for FY 2023)
- 80% cost sharing or matching is required under this funding opportunity

Selection Criteria

Project will be selected based on below criteria:

- **Overall Application Rating:**
  - **Highly Recommended Project:** meets all statutory eligibility criteria, receives a rating of highly qualified in at least 3 of the 5 project merit criteria and receives at least a rating of qualified for each of the project merit criteria
  - **Recommended Project:** meets all statutory eligibility criteria and receives at least a rating of qualified for each of the project merit criteria
  - **Not Recommended Project:** does not meet one or more of the statutory eligibility criteria or receives a rating of not qualified for any of the project merit criteria
- **Project Merit Criteria:**
  - Safety
  - Climate change, resilience and sustainability
  - Equity, community engagement and Justice40
  - Workforce development, job quality and wealth creation
  - CFI Program Vision
- **DOT Statutory Selection Priorities – Community Program Only:**
  - Projects within rural areas
  - Projects within low- and moderate-income neighborhoods
  - Projects within communities with a low ratio of private parking spaces to households or a high ratio of multi-unit dwellings to single family homes
- **DOT Priority Considerations:**
  - DOT will prioritize highly recommended projects and recommended projects that demonstrate exceptional benefits under:
  - Equity, community engagement and Justice40
  - Workforce development, job quality and wealth creation
  - CFI Program Vision

Key Date

Online Applications Due: June 13, 2023

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Source: Publicly available information

Charging and Fueling Infrastructure Grant Program (2022 & 2023)

Application Contents

Project Narrative:

- **Community Program:**
  - Description of project location, description of how the project expands community-based infrastructure or fills gaps in access by equitably expanding the deployment of publicly available EV charging infrastructure or hydrogen, propane or natural gas fueling infrastructure
  - Description of how funds will be spent on various portions of the project(s) and additional project narrative information
- **Corridor Program:**
  - Description of project location, description of how public accessibility of charging or fueling infrastructure proposed to be funded with a grant has been considered
  - Description of outcomes from collaborative engagement with stakeholders, details to ensure infrastructure installation that can be responsive to technology advancements, such as accommodating autonomous vehicles, vehicle-to-grid technology, and future charging methods
  - Discussion about the long-term operation and maintenance of the EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure
  - Assessment of the estimated emissions that will be reduced through the use of EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure
  - Description of how the project improves the AFCs by expanding the deployment of public EV charging infrastructure, particularly DC fast charging infrastructure or hydrogen, propane or natural gas fueling infrastructure along FHWA-designated AFCs
  - Description of how funds will be spent on various portions of the project(s)

Budget Information:

- Project budgets should show how different funding sources will share in each activity and present those data in dollars and percentages. The budget should identify other federal funds, if any, that the applicant intends to use
- Funding sources should be grouped into three categories: non-federal, CFI program, and other federal with specific amounts from each funding source

Project Merit Criteria:

- The applicant should describe how the proposal meets the project merit criteria:
  - Safety
  - Climate change, resilience and sustainability
  - Equity, community engagement and Justice40
  - Workforce development, job quality and wealth creation
  - CFI Program Vision

Project Readiness and Environmental Risk:

- The application should include information that, when considered with the project budget information, is sufficient for FHWA to evaluate whether the project is reasonably expected to begin in a timely manner, and obligate and expend awards before the deadlines

Source: Publicly available information

Electric or Low-Emitting Ferry Pilot Program (1/3)

Key Facts

Funding Type:
New

Funding Amount:
USD $250 million

Period of Availability:
Available until expended

Funding Mechanism:
Grant

Maximum Grant:
N/A

Federal Cost Share:
Varies and waivers are not available

Funding Objective

- To provide grants for the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries:
  - At least one grant shall be for a ferry service that serves the state with the largest number of marine highway system miles
  - At least one grant shall be for a bi-state ferry service with an aging fleet

Use of Funds

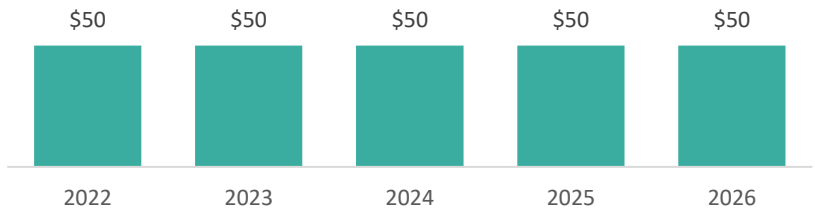
- For purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation

Eligible Recipients / Entities

Notified in a notice of funding opportunity

Funding by Year

$ in Million



Next Milestone

Funding for FY 2022 allocated to 7 projects

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Source: Publicly available information

Electric or Low-Emitting Ferry Pilot Program – NOFO (2/3)

Overview

- FTA announced opportunity to apply for $295 million of which approximately $50 million is for the Low-No Ferry Program
- BIL authorizes FTA to award grants for electric or low-emitting ferries through a competitive process
- FTA may award additional funding made available to the program prior to the announcement of project selections

Eligible Applicants & Projects

Eligible Recipients are:

- Direct recipients of FTA's Urbanized Area Formula Grants, as well as public entities engaged in providing public transportation passenger ferry service in urban areas that are eligible to be direct recipients
- Recipients of Formula Grants for Rural Areas funding, including states (including territories and Washington, DC), local governmental authorities, and tribal governments

Eligible Projects are:

  - Capital projects for the purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure
  - Ferry systems that accommodate cars must also accommodate walk-on passengers to be eligible for funding

Appropriation of Funds

- Of the total amount for Low-No ferry program, the funds are appropriated
  - $995,000 is for FTA oversight
  - $5,000 is transferred to the DOT Office of the Inspector General (OIG)
  - $49 million is available for award

Key Program Requirements

Funding Restrictions:

- May not be used to fund operating expenses, planning, or preventive maintenance
- Any project under those programs that does not include the purchase, construction, replacement, or rehabilitation of ferries, terminals, related infrastructure, or related equipment is not eligible
- Cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to the posting of project selections on FTA's website and the corresponding issuance of pre-award authority
- Allowable direct and indirect expenses must be consistent with the government-wide uniform administrative requirements, cost principles, and audit requirements for federal awards

Other Requirements:

- Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount
- Applicants should demonstrate how the proposed ferries or infrastructure will reduce the emission of particulates and other pollutants that create local air pollution
- If an applicant advises that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project
- The applicant must provide a clear explanation of how the project budget would be affected by a reduced award
  - FTA may award a lesser amount whether or not a scalable option is provided

Key Date

Proposals Submitted: September 6, 2022

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Source: Publicly available information

Electric or Low-Emitting Ferry Pilot Program – FY 2022 Grant (3/3)

State	Project Sponsor	Project Description	Amount
AK	Alaska Department of Transportation & Public Facilities (DOT&PF)	To build an electric ferry that will improve transportation to rural port communities while reducing emissions and improving the sustainability of the Alaska ferry system. The Alaska Marine Highway System provides year-round transportation for passengers and vehicles between 35 Alaskan coastal communities, which helps Alaskans access jobs, schools, doctors and other essential services	• $46 million
ME	Maine Department of Transportation	To build a hybrid-electric vessel to replace a 35-year-old vessel that has exceeded its useful life. This new hybrid-electric vessel will reduce greenhouse gas emissions and promote environmental sustainability for the roughly 600 residents of the island of Islesboro, a rural community in upper Penobscot Bay who rely on passenger ferry service	• $28 million
NJ	New Jersey Transit Corporation	To convert two New York Waterway vessels from diesel power to battery electric propulsion systems and buy charging equipment to support them. The project will improve service reliability, state of good repair and improve air quality in the community	• $7 million
WA	Washington State Department of Transportation, Ferries Division	To build an electric charging facility at the Clinton Ferry Terminal, part of WDOT's plan to electrify the Mukilteo-Clinton Ferry Route. The agency is building battery-electric-powered ferries to serve the route to reduce greenhouse-gas emissions. Washington State Ferries serve as a critical link to jobs, schools, doctors, and other essential services, as well as a transportation system for freight and goods	• $5 million
MA	Merrimack Valley Regional Transit Authority	To build two solar-powered ferries and restore service on the Merrimack River along the Northshore seacoast of Massachusetts. The initiative will relieve traffic congestion in beach towns, eliminate greenhouse gases for river transportation and support job creation	• $4 million
GA	Georgia Department of Transportation - Office of Intermodal Programs	To buy a new electric ferry to replace an older vessel for the continuation of daily transit services in McIntosh County, GA. The DNR operates passenger ferry service between Meridian, Georgia, and Sapelo Island, ensuring residents have access to medical, education, shopping needs and other mainland points of interest	• $4 million
MD	City of Annapolis	To initiate passenger ferry service between the city's Downtown and Eastport by buying two battery electric vessels and charging equipment and making improvements to the two docks. The fixed-route service will accommodate workers, residents and visitors, support redevelopment of the city dock area and further the transitioning of the city's transportation fleet from diesel- powered vehicles to zero-emissions vehicles	• $3 million

Source: Publicly available information

EV Charging Projects in Procurement

Project	Description	Status Updates
Bronx Electric Bus Depot P3 DBF New York, NY Status: RFP	• The Metropolitan Transportation Authority is considering a P3 for the development of the 550,000 square foot MTA-owned industrial land adjacent to the existing Gun Hill Road Bus Depot. This development will be required to include the construction of space for an electric bus charging facility as part of a larger industrial development	• Mar-2022 – Issued RFP
Alaska Electric Vehicle Charging Program Alaska Status: RFQ	• The Alaska Energy Authority has launched a request for applications to select electric vehicle charging sites as part of AEA's Direct Current Fast Charging Network program, to develop a fast-charging corridor from the Kenai Peninsula to Fairbanks	• Feb-2021 – Issued RFQ
Cincinnati Electric Vehicle Charging P3 Cincinnati, OH Schedule: Short-Term	• The City of Cincinnati is considering a P3 for creation of a public electric vehicle charging infrastructure. Its target is to reduce carbon emission by 80% by 2050, and it has a goal of transitioning the entire city's fleet to electric vehicles by 2035	• Mar-2022 – Issued RFI
New York Electric Vehicle Charging P3 New York, NY Schedule: Short-Term	• The New York Power Authority is considering partnership, co-investment, co-marketing and other opportunities to identify alternative business models specifically for Public DC fast charging which will address key barriers in the electric vehicle marketplace	• Mar-2021 – Issued RFI
NJ Transit Northern Bus Garage P3 $536 million, DBF New Jersey Schedule: Short-Term	• New Jersey Transit is considering a P3 to construct 500-bus garage facility. The project aims to provide increased bus storage and maintenance capacity, as well as the necessary infrastructure to support the operation and maintenance of a diesel and zero-emissions bus fleet that could transition to 100% emission free	• Mar-2022 – Industry Forum • Mar-2023 – To make call on bus garage early next year

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Source: Publicly available information

EV Charging Projects in Procurement

Project	Description	Status Updates
Massachusetts EV Charging Centers Massachusetts Schedule: Short-Term	• Massachusetts Department of Transportation is considering public-private partnerships to build an electric vehicle-charging network. The state intends to use federal money to build direct current fast-charging EV chargers along existing and planned alternative fuel corridors in the state, while also considering EV chargers at government-owned parking facilities	• Feb-2022 – Issued RFP for consultant (responses due on March 10, 2022)
LAWA DCFC Fast Charging Hub Los Angeles, CA Status: RFP	• The project involves developing, operating and maintaining DCFC stations that can accommodate simultaneous charging for 50 passenger vehicles on LAWA-owned property to be leased by the proposer. LAWA intends to award a non-exclusive 12-year contract. The contract shall be broken into two phases, the development period (up to three years) and the operational period. The development period will commence with LAWA's Notice to Proceed (NTP) and end when the site is operational (at least 80% of the chargers built out and operating)	• Feb-2023 – Issued RFP (responses due on March 14, 2023)
Moreno Valley EV Charging Stations Moreno Valley, CA Schedule: Short-Term	• The city is seeking a consultant to advise it on the development of an EV charging infrastructure master plan. The consultant will be responsible for undertaking a feasibility analysis that identifies EV trends and needs, available technologies, infrastructure requirements and costs, socioeconomic challenges and barriers, rebate and incentive programs, and marketing strategies. The study will explore a combination of ownership structures for the EV charging infrastructure, including public, private and public-private	• Mar-2023 – Selected ICF Consulting to formulate the plan

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Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
California			
Zero Emission Bus Charging Infrastructure	• Planned ZEB infrastructure: inverted pantograph charging • Service capacity: 10 locations with capacity for over 2,000 buses • Estimated construction timeline: prior to 2030	• Metro's transition is expected to cost between $1 billion and $2 billion	• Infrastructure will cost between $900 million and $2 billion, and ZEBs are expected to cost $222 million more than the conventional CNG buses
Electric Vehicle Parking Strategic Plan (EVPSP)	• LA Metro's board is considering a recommendation to adopt the EVPSP to utilize the P3 model to deliver a program of EV charging infrastructure and including the installation and maintenance of up to 3,000 chargers	• N/A	• The timeline for the program could begin as early as fall this year, with a preferred bidder in place a year later and the P3 beginning in winter 2023
LAUSD Sun Valley Bus Yard Renovation Project	• LAUSD announced it would completely electrify the 180 buses that operate at the Sun Valley Bus Yard, where they transport 4,600 students daily in the northern part of the district. It will also upgrade the depot with 180 new EV chargers. The move is the largest single purchase of new electric school buses, chargers and electric infrastructure by a school district in the country	• N/A	• No information available
Connecticut			
CT Transit Bus Replacements / Battery Electric Bus Program		• $107 million	• FY22 - $75 million • FY24 - $21 million • FY25 - $5 million • FY26 - $6 million
Transit District Facility Upgrades for Battery Electric Buses		• $31 million	• FY22 - $13 million • FY23 - $5 million • FY24 - $5 million • FY25 - $5 million • FY26 - $3 million

KeyBanc Capital Markets

Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Massachusetts (MBTA)			
Procurement of 40-ft Enhanced Electric Hybrid Buses	• Procurement of 40-ft Enhanced Electric Hybrid (EEH) buses to replace 40-ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations	• $354 million	• FY23-27 - $351 million Current Phase – Planning
Quincy Bus Facility Modernization	• Re-location and replacement of the Quincy bus maintenance facility. The new, modernized facility will expand capacity and include the infrastructure necessary to support the MBTA's first battery-electric bus fleet	• $402 million	• FY23-27 - $327 million Current Phase – Construction
Procurement of Battery Electric 40-ft Buses and Related Infrastructure	• Purchase of 40-ft battery electric buses to replace aging fleets currently running diesel bus service out of Quincy and trolley bus service out of North Cambridge	• $101 million	• FY23-27 - $101 million Current Phase – Planning
North Cambridge Bus Facility Modernization	• Renovation of North Cambridge facility to support conversion to battery electric bus (BEB) fleets	• $25 million	• FY23-27 - $25 million Current Phase – Design
Bus Facility Modernization Program	• Initial planning and design for the replacement or rehabilitation of MBTA bus facilities and addition of battery electric bus infrastructure	• $96 million	• FY23-27 - $63 million Current Phase - Pre-Design
Procurement of 60-ft Enhanced Electric Hybrid Buses	• Procurement of 45 60-ft Enhanced Electric Hybrid (EEH) buses to replace aging bus fleet and support Silver Line service on the zero-emissions tunnel, Chelsea gateway expansion, airport operations, and other high-density routes	• $89 million	• FY23-27 - $77 million Current Phase – Planning
Virginia DOT 40-ft Hybrid Bus Procurement	• Procurement of 60 40-ft buses through a Virginia Department of Transportation bus procurement	• $57 million	• FY23-27 - $8 million Current Phase - Design

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Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
New Jersey			
Bus Garage Replacement Program (Zero Emission Bus Fleet Ready)	• The Bus Garage Replacement Program would replace the four oldest bus garages with state-of-the-art facilities that are zero emission ready, capable of storing and maintaining existing buses, new 45-foot buses, 60-foot articulated buses, and new electric buses. The new garages could be constructed with solar panels on the roofs, modern fleet diagnostics and maintenance equipment	• $609 million	• No information available
New York			
NYC Transit Buses	• Purchase a total of 1,548 new buses for local and express services throughout the network. New bus purchases include 475 standard and articulated all-electric buses, accelerating NYCT's transition to a zero-emission fleet	• $1.82 billion	• No information available
MTA Bus Company Buses	• Purchase a total of 874 new buses for local and express services throughout the network. New bus purchases include 25 standard all-electric buses, commencing MTA Bus's transition to a zero-emission fleet. The fleet is being expanded to provide better connectivity and more direct service	• $722 million	• No information available
NYC Transit Depots	• Reconstruct the Jamaica Depot. Modify up to 7 depots to support all-electric buses	• $821 million	• No information available
MTA Bus Company Buses	• Modify first depot to support all-electric buses. Make priority repairs at up to 5 depots, targeting structural repairs, heating/ventilation and electrical systems	• $149 million	• No information available
Fast-Charging Hubs at New York City Municipal Parking Facilities	• The New York City Department of Transportation (NYC DOT) and New York Power Authority (NYPA) announced an agreement to create up to 13 electric vehicle (EV) fast-charging hubs at municipal parking facilities across the city. Collectively, the hubs will feature roughly 50 fast-charging plugs. This investment will accelerate the adoption of electric vehicles across the city, provide more equitable access to charging, and advance Mayor Eric Adams' administration's plan to transition 100,000-plus high-volume for-hire vehicles to zero-emissions by 2030	• N/A	• NYCDOT and NYPA entered into an agreement for the project

KeyBanc Capital Markets

Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Ohio			
Development of 15 Alternative Fuel Corridors	• The first two phases of the plan will add 30 EV charging sites, each with a minimum of four chargers. The corridors will extend along 1,874 miles of federal and state highways in Ohio. They include Interstates 270, 275, 675, 680, 70, 71, 75, 76, 77, 80 and 90. They also include Ohio Route 13 and U.S. Routes 23, 30 and 33.	• $100 million	• Draft plan approved for IIJA funding
Oklahoma (DOT)			
EV Infrastructure Plan	• The Oklahoma DOT is looking for feedback from the public on how to deploy EV charging technology, with P3s specified as a method. The department prepares to submit its EV infrastructure plan in order to access funding from the NEVI Program	• Funding - $66 million	• Public feedback is being taken until July 5, 2022 • Update of the plan to be submitted in August 2023
Oregon			
Seven Alternative Fuel Corridors on priority	• I-5, I-84, I-82, US 101, US 26, US 20 and US 97	• ODOT will receive $52 million in federal funds through NEVI formula program over five years. State or private funds may make up the 20% non-federal share ($13 million)	• If ODOT demonstrates these corridors are fully built out with charging, it may then use funds for non-corridor, public EV charging infrastructure
Pennsylvania			
EV stations at I-81/I-78 corridor	• The PennDOT and Pennsylvania Department of Environmental Protection (PADEP) developed a pilot deployment plan and identified the need of three more EV charging stations along the I-81/I-78 corridor that is needed for a “Ready” designation under FHWA’s Alternative Fuel Corridor Program	• Not yet available	• Funding sources include Driving PA forward program, Alternative Fuel Incentive Grant program, public-private partnership opportunities with infrastructure providers and operators and utility company programs

KeyBanc Capital Markets

Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Pennsylvania			
Electric Vehicle Charging stations on the West Chester University campus	• Install five EV charging stations on the campus in years 1-3, add five more EV charging stations on the campus in years 4-6, and during years 7-9 add another ten EV stations. Over a nine-year period, a total of twenty EV charging stations will be located on the campus and available for faculty, staff and student use	• Not yet available	• No information available
SEPTA Bus Purchase Program	• The authority is initiating a 2022-2024 bus procurement. This next hybrid bus procurement has been reduced to two years (from the standard five years) with an option on the third year to allow flexibility to transition to a zero emission all-electric bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005)	• 40-ft Hybrid Bus Purchase - $220 million • Future Bus Purchase - $1.067 billion	• 220 40-ft Hybrid Bus Purchase Delivery - 2022-2024 • Future Bus Purchase Procurement & Delivery - 2024-2033
Texas			
City of Waco EV Charging	• It is looking for a private company to install the equipment and run the stations. The action would create infrastructure that could meet “fast charging needs of future police, transit and other city fleet EVs”	• Funding Requested: $5 Million	• The city has identified 12 sites for the project
Washington			
Six Alternative Fuel Corridors on priority	• I-5, I-82, I-90, US 101, US 195, US 395	• Not yet available	• If WSDOT demonstrates these corridors are fully built out with charging, it may then use funds for non-corridor, public EV charging infrastructure

KeyBanc Capital Markets

Source: Publicly available information

Planned Capital Improvements for Potential P3s – EV Opportunities

	Project Description	Cost and Funding Plan (if available)	Actions taken to-date / additional commentary
Washington			
ST Express Bus Base Study	• Plan, design, and construct a bus base for operating and maintaining the ST Express bus fleet	• Financial plan project estimate - $263 million	• Funding for electric bus study - $6 million (FY 2021)
Washington State Ferries System Electrification Plan	• Electrification of the WSF system will require a phased approach and coordinated effort from all departments. This effort will require capital improvements in terminals and vessels, as well as training efforts for changing workforce duties related to service operations and maintenance. The implementation of this effort will span approximately 20 years, with planning, design, construction and delivery of vessels and terminal improvements	• Vessel capital cost - $4 billion terminal capital costs - $280 million	• 6 existing vessel conversion, 16 new hybrid electric vessels, 17 terminal electrification projects

KeyBanc Capital Markets

Source: Publicly available information

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