

EV Readiness Plan

11.12.2024

Grant Applications & Funding Opportunities



AGENDA

- I. Introduction
- II. Cost & Budgeting Guidance
- III. Grants & Rebates
- IV. Additional Funding Mechanisms
- V. Open Discussion
- VI. Wrap-Up





Introduction

Topics for Workshop

- Identify potential grant applications and their advantages and disadvantages related to EV charging infrastructure
- Showcase different funding opportunities and mechanisms that municipalities can utilize to support EV charging infrastructure
- Understand key stakeholders and roles of utility companies, local jurisdictions, and private developers



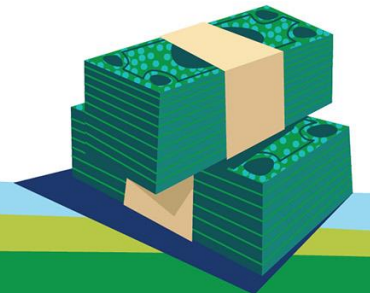
Cost & Budgeting Guidance



Typical Budget for EV Charging Station Implementation

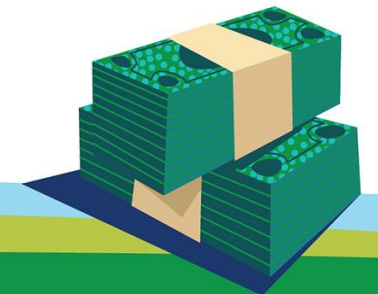
- One-time capital expenses
- On-going operational expenses

Grants and incentives can reduce some of your costs



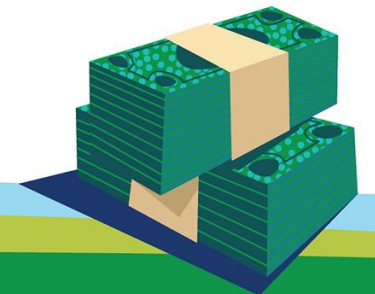
One-Time Capital Expenses (CapEx)

- EVSE units and installation costs
- Site restoration
- Labor (contracted or in-house)
- Design and engineering
- Utility “Make-Ready” fees
- Permitting costs
- Networking
- Commissioning



On-Going Operational Expenses (OpEx)

- Maintenance
- Networking & credit card processing
- Electricity
- Customer support
- Program management



Decide Your Role

Owner/Operator

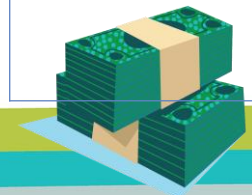
Landlord

Enabler



Decide Your Role: Operator

Operator	
Brief Description	Municipality purchases and installs the charging stations.
Funding	Municipality pays all CapEx and OpEx. Municipality seeks grants, credits, and rebates. Municipality maintains records and reports.
Maintenance	Municipality staff perform hardware maintenance or hire a vendor. Municipality staff or a third-party may handle customer support.
Data Management	Separate service contract with vendor and Municipality staff.
Fees	Municipality pays all fees for networking, management software, credit card payments (if applicable).
Revenue	Municipality collects all fees for charging sessions. State earns sales tax revenue.

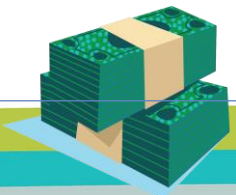


Decide Your Role: Landlord

Landlord	
Brief Description	Municipality provides land for equipment that a vendor installs and operates stations.
Funding	Vendor pays a municipality a leasing fee, may ask municipality to pay some site prep and restoration costs including electrical upgrades. Vendor handles all financing and takes all incentives and credits.
Maintenance	Vendor provides technical support, maintenance, and operation. As landlord, municipality may be responsible for property upkeep.
Data Management	Vendor collects and reports most data.
Fees	Vendor may ask municipality to provide insurance, pay property tax.
Revenue	Vendor keeps charging revenue. Municipality earns lease, business license. State earns sales tax revenue.



Robinson ReCharge Mobility Hub, ouc.com

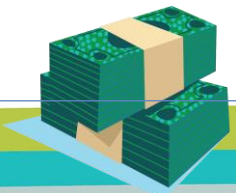


Decide Your Role: Enabler

Enabler	
Brief Description	Municipality prepares a property for a vendor to buy and build on.
Funding	Municipality provides electrical upgrades, streamlined path for permitting, reduced development fees, clear design guidelines. Grants may be available.
Maintenance	Vendor must meet code requirements for property upkeep.
Data Management	N/A
Fees	N/A
Revenue	Municipality earns revenue from property tax, business license. State earns sales tax revenue.

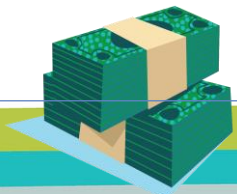


Fulham, London [shell.co.uk](https://www.shell.co.uk)



Decide Your Role

	Operator	Landlord	Enabler
Brief Description	Municipality purchases and installs the charging stations.	Municipality provides land for equipment that a vendor installs and operates stations.	Municipality prepares a property for a vendor to buy and build on.
Funding	Municipality pays all CapEx and OpEx. Municipality seeks grants, credits, and rebates. Municipality maintains records and reports.	Vendor pays a municipality a leasing fee, may ask municipality to pay some site prep and restoration costs including electrical upgrades. Vendor handles all financing and takes all incentives and credits.	Municipality provides electrical upgrades, streamlined path for permitting, reduced development fees, clear design guidelines. Grants may be available.
Maintenance	Municipality staff perform hardware maintenance or hire a vendor. Municipality staff or a third-party may handle customer support.	Vendor provides technical support, maintenance, and operation. As landlord, municipality may be responsible for property upkeep.	Vendor must meet code requirements for property upkeep.
Data Management	Separate service contract with vendor and Municipality staff.	Vendor collects and reports most data.	N/A
Fees	Municipality pays all fees for networking, management software, credit card payments (if applicable).	Vendor may ask municipality to provide insurance, pay property tax.	N/A
Revenue	Municipality collects all fees for charging sessions. State earns sales tax revenue.	Vendor keeps charging revenue. Municipality earns lease, business license. State earns sales tax revenue.	Municipality earns revenue from property tax, business license. State earns sales tax revenue.

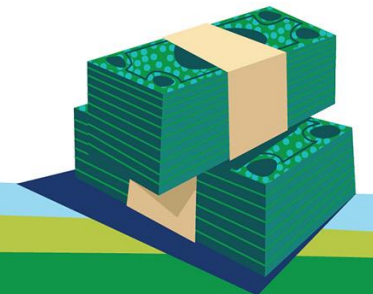


Grants & Rebates



Inflation Reduction Act (IRA)

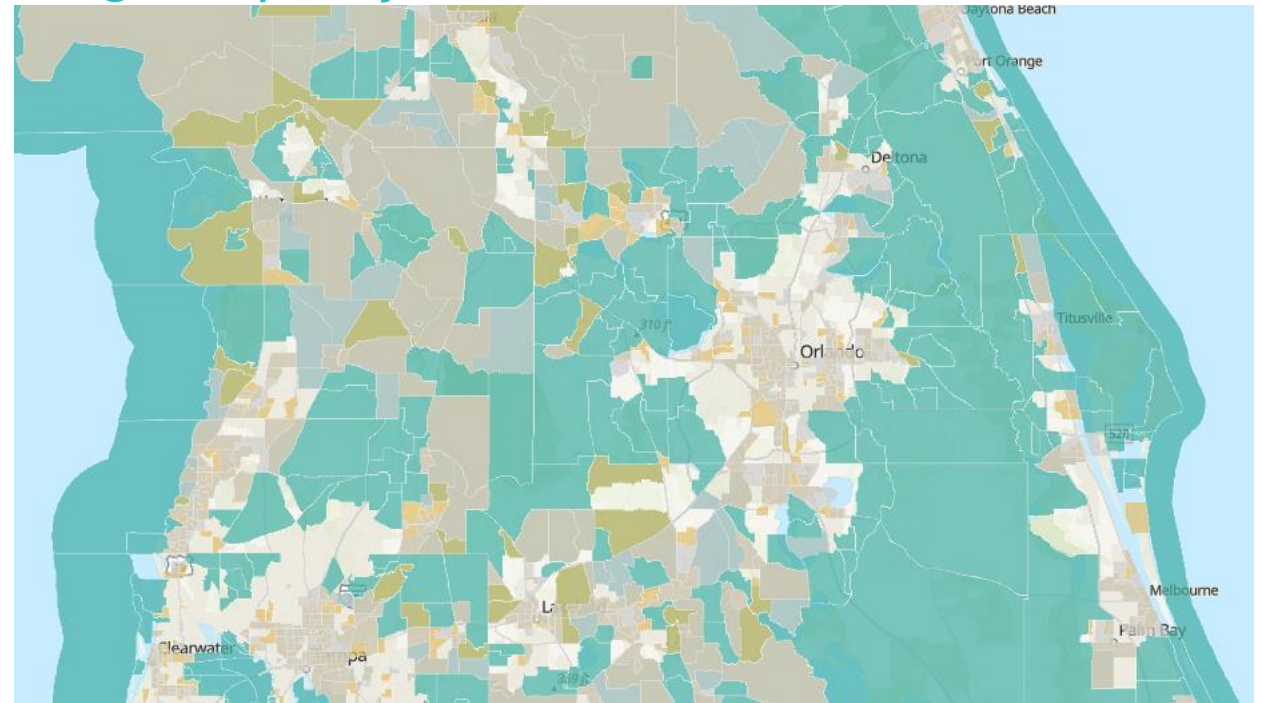
- U.S. Department of the Treasury
- Focused on tax incentives that spur investment in clean energy and manufacturing
 - New clean vehicle tax credit
 - Used clean vehicle tax credit
 - EV charging equipment tax credit
 - EV capital project grants



Inflation Reduction Act (IRA)

30C Alternative Fuel Vehicle Refueling Property Tax Credit

- 6% of the depreciable costs up to \$100,000 per item
- December 31, 2022 – January 1, 2033



- Grey – eligible through 2024
- Yellow – eligible through 2029
- Green – eligible through 2030
- White – not eligible

Source: <https://www.irs.gov/credits-deductions/alternative-fuel-vehicle-refueling-property-credit>



Bipartisan Infrastructure Law (BIL)

- **\$18 billion** in investments to reduce emissions through vehicle electrification
- Investments to reduce emissions through vehicle electrification
 - \$5B - National EV Infrastructure (NEVI) Formula Program
 - \$2.5B – Charging & Fueling Infrastructure (CFI) Discretionary Grant Program
 - \$5B – Clean School Bus Program
 - \$5.6B – Low- and No-Emission Transit Bus Program
 - \$250M – Electric or Low-Emitting Ferry Program

National EV Infrastructure (NEVI) Program

- Strategically deploy accessible EV charging and alternative fueling infrastructure
- **\$198M** directed to Florida projects
- 20% non-Federal match of total project cost
- FDOT select sites from [Requests for Applications](#)
 - Direct Current Fast Chargers (DCFC)
 - Publicly accessible within 1 mile of an Alternative Fuel Corridor (AFC)
 - **No priority charging gaps in MetroPlan Orlando region according to FDOT**



Charging and Fueling Infrastructure (CFI)

- Strategically deploy accessible EV charging and alternative fueling infrastructure
- Publicly accessible within **5 miles** of an Alternative Fuel Corridor (AFC)
- Community & Corridor Grants
- Funding for FY 2022 through FY 2026 (\$2.5B total)
 - Round 1B FL awards: Seminole Tribe of Florida, Miami-Dade County
 - Round 2: applications currently under review
 - **No more funding rounds are expected**



Alternative Fuel Corridors (AFC)

- EV-Corridor Ready
 - I-4
 - SR 417
 - FL Turnpike
- EV-Corridor Pending
 - US 17-92
 - US 192
 - US 441
 - SR 50
 - SR 528



National Association of State Procurement Officials (NASPO)

- EV Charging Stations & Support Services
- Eligible entities:
 - State departments
 - Institutions
 - Agencies
 - Political subdivisions
 - Federally recognized tribes
 - Other eligible public and nonprofit entities
 - Suppliers



Electric Utility Rebates

- [Duke Energy Commercial Charger Rebate](#)
 - Qualifying businesses, cities, schools, and apartment complexes
 - Install EV chargers for fleets, school buses and transit buses
 - **Deadline December 31, 2024**
- [FPL Public and Fleet EV Charging Solutions](#)
- [KUA Home EV Charger \\$200 Rebate](#)





EV Funding Finder



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EV Funding Finder

A user-friendly tool to identify federal funding opportunities

The future of transportation is electric, given the massive benefits everyday Americans, businesses, local governments, cities and states stand to gain. Not only does electric transportation save drivers money through stably priced fuel, but it also benefits air quality, public health, and the job market. With unprecedented investment at the federal level to aid in the electric transportation transition, businesses, local governments, cities, and states have an exciting opportunity to participate in this transition. But they must work together.

All of the funding available can make identifying and applying for the proper funding streams daunting. This tool helps eligible recipients sort through available federal funds for transportation electrification and helps recipients understand how investments can be matched. It can also help users identify where technical assistance is available.

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
- Tribal Entities

- Help recipients identify available federal funds
- Hypothetical case studies

Grant Application Preparation Process

Engage with Community Members

- Identify a problem and community need
- Community engagement
- Transportation disadvantaged communities

Align Plans and Policies with Grant Program Goals

- Demonstrate readiness for the project
- Point to existing plans, policies, and processes
- Reflect goals and objectives of the grant program

Build Relationships with Potential Grant Partners

- Team with partners (e.g. public/private, inter-agency partnerships)
- Strong and tangible commitment

Assemble Your Grant Writing Team

- Multidisciplinary team

Track Future Funding Opportunities

- Stay tuned





Additional Funding Mechanisms

Financing Models

Consider grants, incentives, rebates, and credits as revenue that can decrease upfront costs or pay down debt

- Pay-as-you-go (PAYGO)
- Debt
- Public Private Partnerships (P3s)



Financing Models

PAYGO

PAYGO uses general fund revenues to pay for capital projects, allowing governments to place funds leftover after operating expenditures into a capital reserve account and essentially save up for capital projects

- Pros
 - Future funds are not tied up in servicing debt payments
 - Interest savings can be put toward other projects
 - Greater budget transparency
 - Avoids the risk of default
- Trade-offs
 - Long wait time for new infrastructure
 - Large projects may exhaust an agency's entire budget for capital projects
 - Inflation risk



Financing Models

Debt – Loans, Leasing, Bonds, Shared Service Agreements

- Debt has a variety of forms
- Debt repayment period should exceed the asset's useful life.
- Long-term debt for costly infrastructure projects with long service lives can increase equity between generations without disrupting operating budgets
- Pros
 - Infrastructure is delivered when it's needed
 - Spreads cost over the useful life of the asset
 - Increases capacity to Invest
 - Capital investment's beneficiaries pay for projects
- Trade-offs
 - Potentially high borrowing rate
 - Debt payments limit future budget
 - Diminishes the choices of the future



Financing Models

Public Private Partnerships (P3s)

P3s are a viable mechanism for the public sector to crowd in private capital in the delivery of public goods and services by sharing the risk and reward with third-parties that are vested in project success

- Pros

- Risk transfer
- Accelerated project delivery
- External funding
- Lower operating costs, and higher revenues
- Improved user experience

- Trade-offs

- Loss of operational control
- Changes in scope or performance standards delay project delivery or impose additional costs
- Certain non-transferable risks
- Potential loss of revenue



Summary

Preparing for Implementation

- Community charging hubs serve:
 - Residents without access to home charging
 - Employees
 - Visitors & pass-through trips
- Costs include one-time capital and on-going operational expenses
- FDOT NEVI Funding available for hubs within 1 mile of AFCs
- Monitor grants, incentives, and rebates at [EV Funding Finder](#)
- Decide your role: Operator, Landlord, Enabler
- Explore your financing models: PAYGO, Debt, P3s



Open Discussion



Open Discussion

- What funding mechanisms have you used to support EV charging infrastructure?
- Are there any grants that your municipality is planning to apply for?





Wrap-Up

How to Make a Public Comment

In Person

Complete speaker card, located on table by room entrance

Virtually

Use “Raise Hand” feature (Or dial *9 if on the phone)

Fill out electronic card at:
MetroPlanOrlando.gov/SpeakerCard

After you are recognized, state your name and address and give your comment within 2 minutes





Questions? Thank you!

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