

Planning and Funding Your Town's Electric Vehicle Future

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Part 1 – “Watts” Ahead for EV Charging in Delaware

Part 2 – Energize Delaware’s Grants for Electric Vehicles

"Watts" Ahead for EV Charging

Delaware Division of Climate, Coastal and Energy
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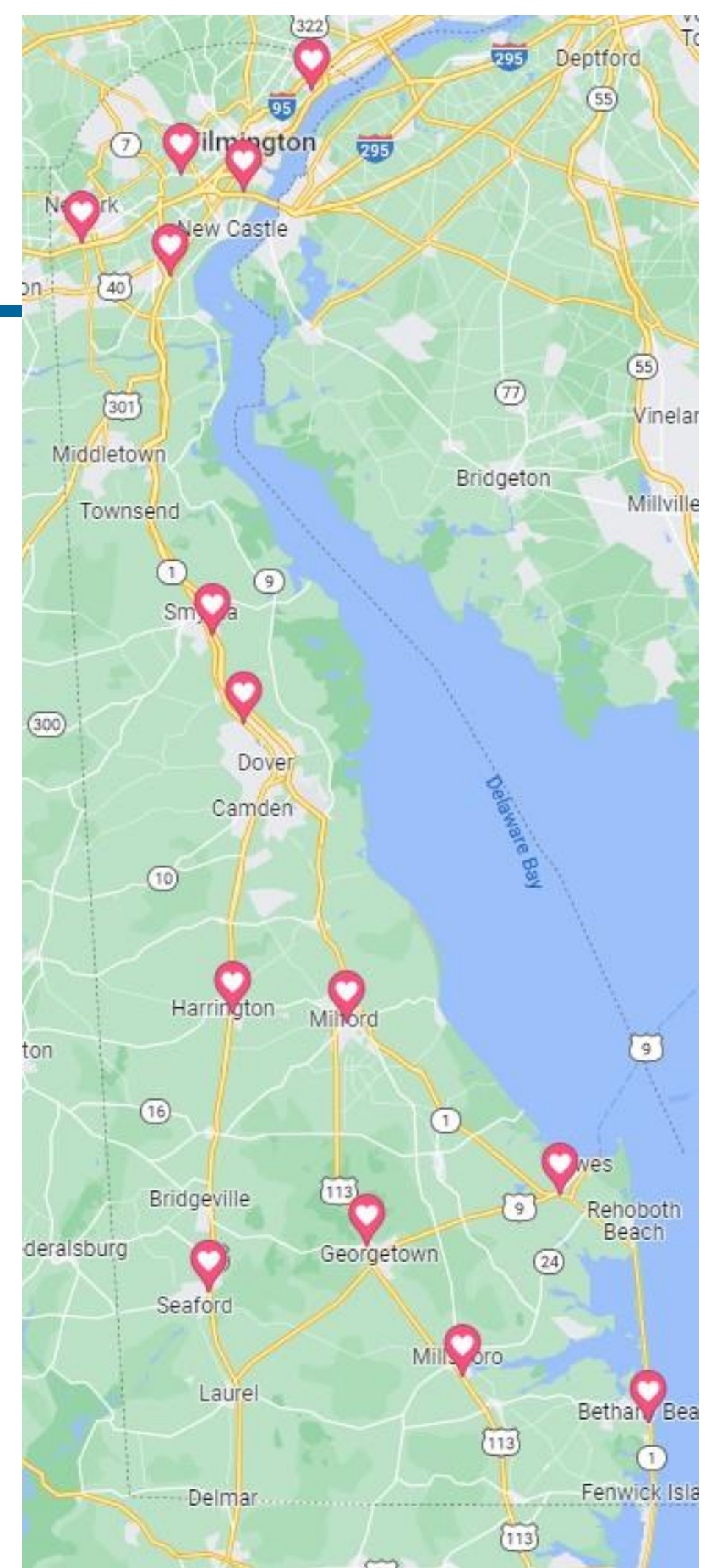
Presentation Outline

TOPICS FOR TODAY

-  VW Mitigation Settlement Funding - DC Fast Charging Update
-  National Electric Vehicle Infrastructure Plan - Update
-  Other Funding Opportunities under BIL and IRA
-  Wrap-Up and Q&A

VW Mitigation Settlement Fund - DC Fast Charging Station Projects

- \$1.45M of Delaware's VW Mitigation Settlement Funding (\$9.6M)
- RFP Process - ~\$8M in project requests at 34 locations
- 14 locations chosen (30 stations)



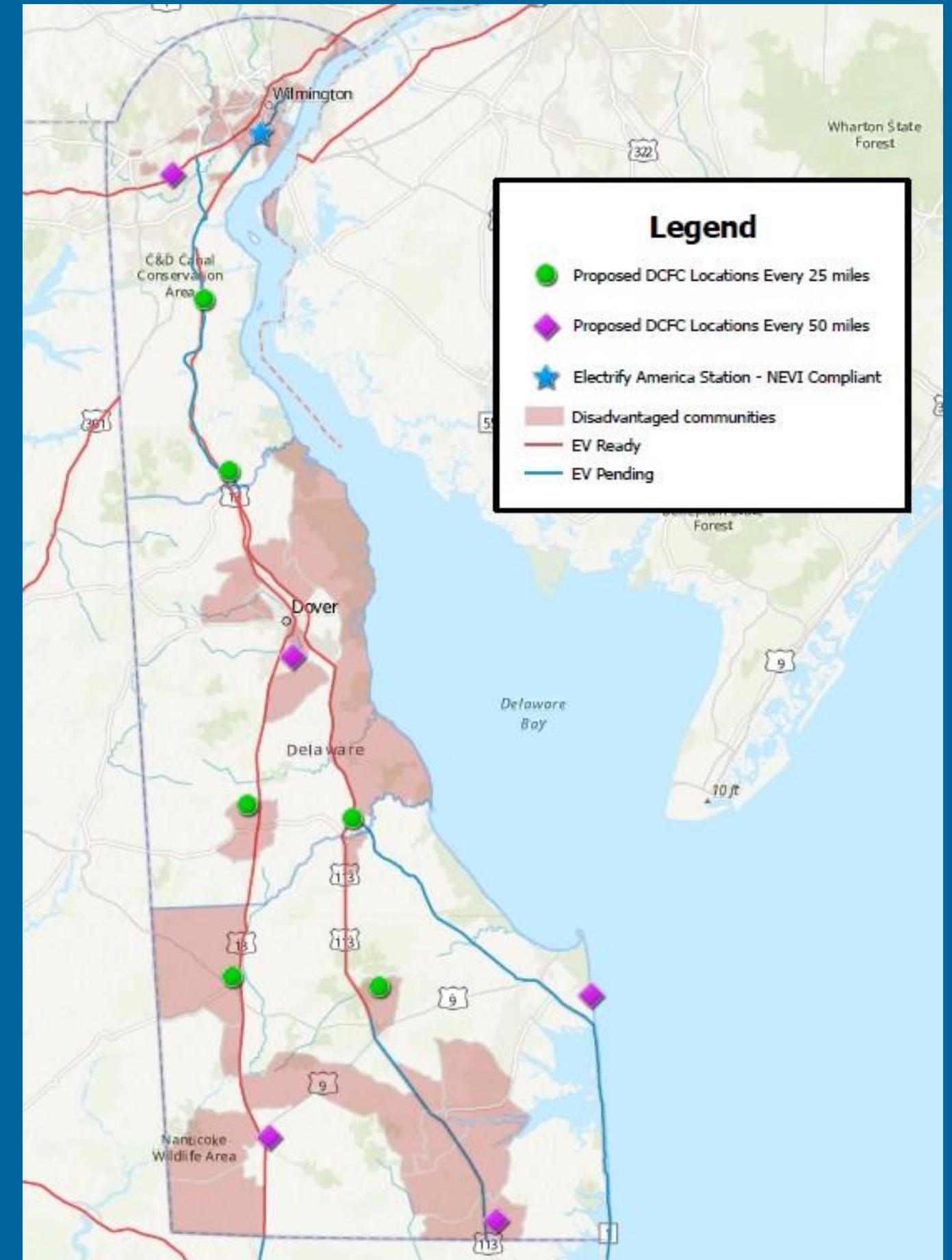
National Electric Vehicle Infrastructure (NEVI)

- Minimum 4 charging stations
- 150 kW each, totaling 600 kW 1
- Travel mile from highway
- Not more than 50 miles between stations

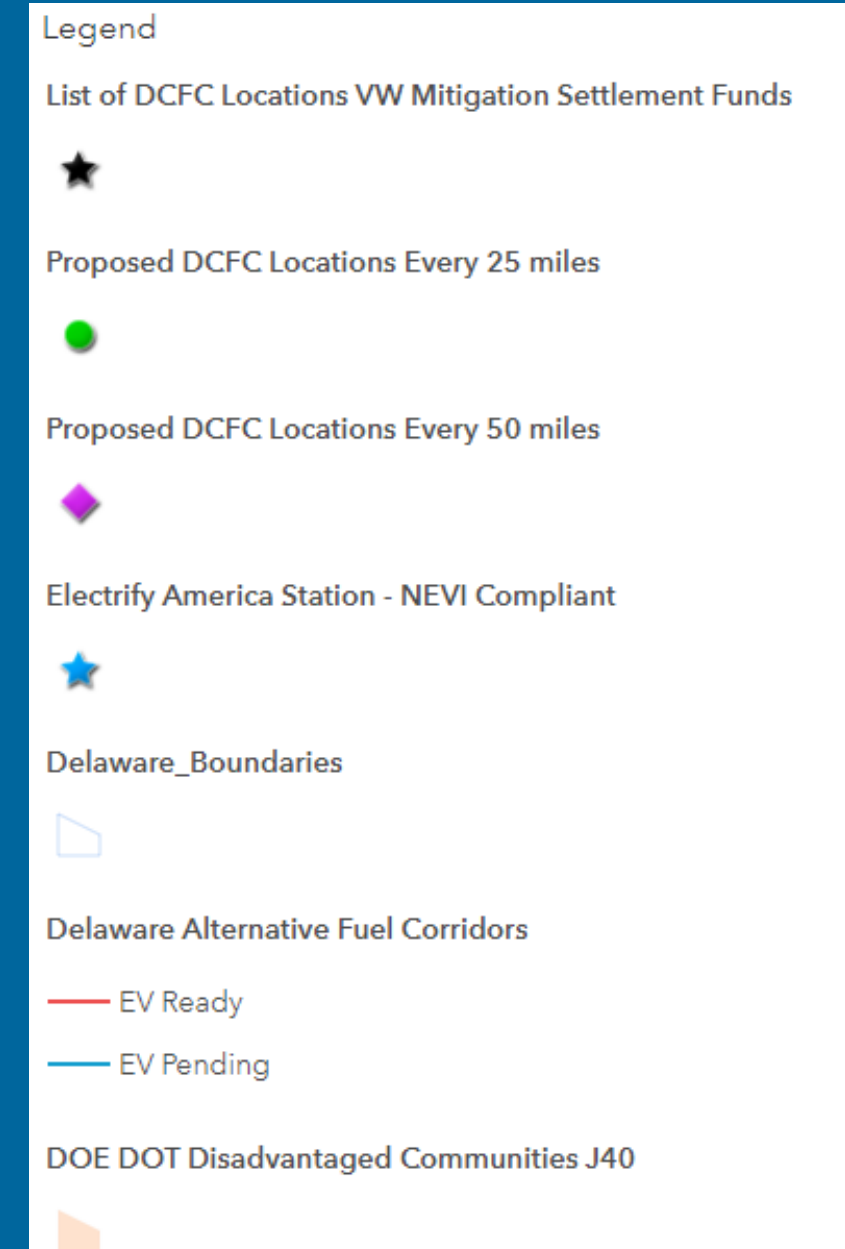
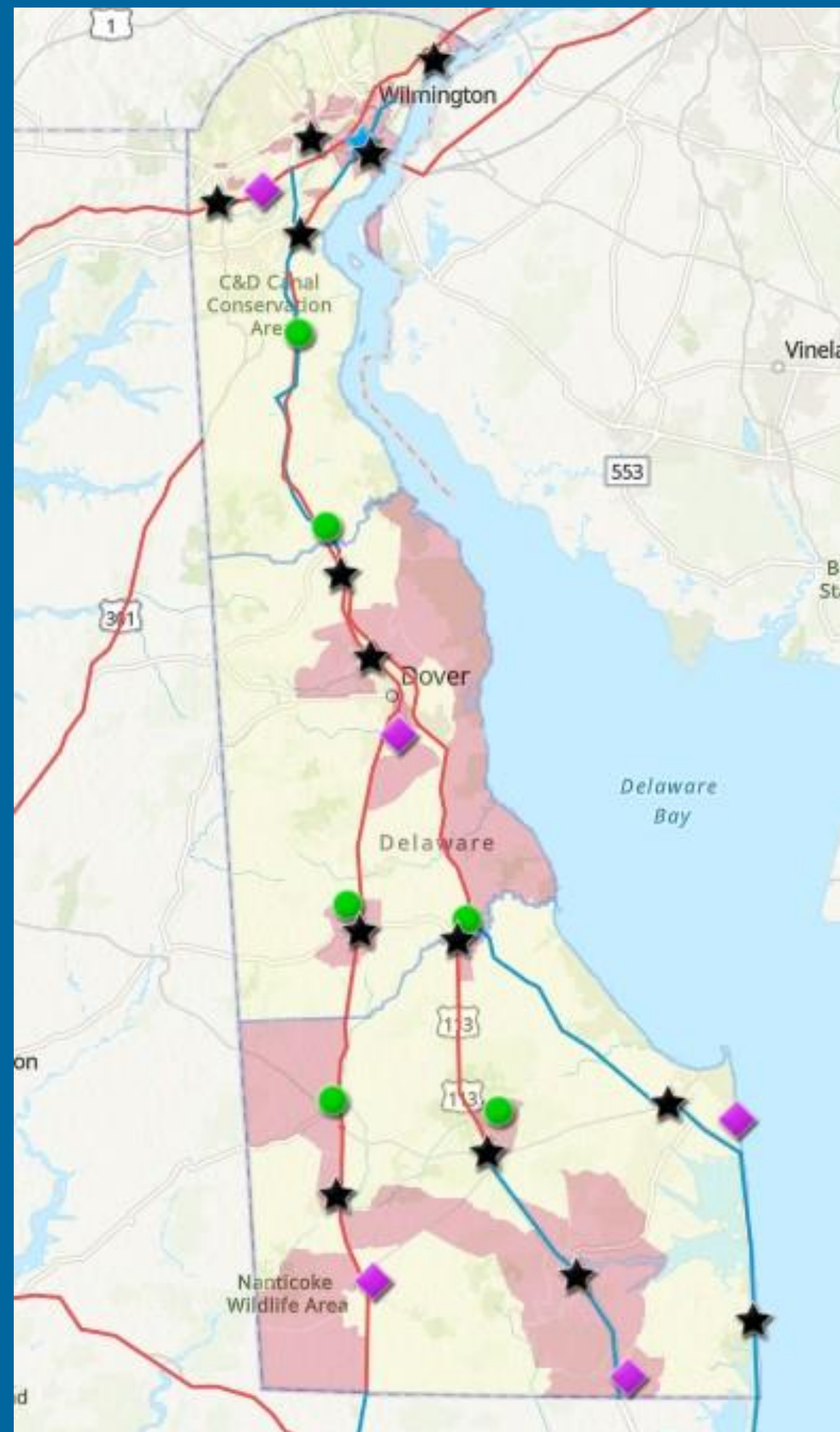
Planned Locations

- Phase 1 - Every 50 miles
 - Newark (Rest Area), *Dover, Rehoboth Beach, Selbyville, *Laurel
- Phase 2 - Every 25 miles
 - Middletown, *Smryna, *Milford, Harrington, Bridgeville, *Georgetown
- Community charging, level 2 once built out

**Upgrade existing stations*



VW Funded Stations and Proposed NEVI locations



Delaware Statewide EV Infrastructure Plan

- DNREC and DelDOT partnering (consultant AECOM)
- Develop state roadmap
 - Understand where stations should be based on EVs
 - Anticipate state's future charging needs
- EV Working Group - utilities, MPOs, equity groups, related organizations
- Public Workshops - TBD (target mid October). Virtual

Bipartisan Infrastructure Law (BIL)

Previously known as: Infrastructure Investment and Jobs Act

Signed into law: November 15, 2021

Funding: \$350 Billion (under FHWA) nationwide from FY2022- FY2026

Relevant Funding Types:

- Formula: Directly to states based on population and other factors.
- Competitive Grant: grants awarded through competitive application process.
- Cooperative Agreement: Similar to formula grants, but indicate a higher level of involvement including program design, data collection, or training (i.e. Clean Cities).

Bipartisan Infrastructure Law (BIL)

 U.S. Department of Transportation
Federal Highway Administration

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BIPARTISAN INFRASTRUCTURE LAW



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COMPETITIVE GRANT PROGRAMS

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

| Grant Program | Program Description | State Highway agency | Metropolitan Planning Organization (MPO) | Local Government or agency | Federally-recognized Indian Tribe | Federal Lands Management Agency (FLMA) | Puerto Rico | Territories | Other* | Additional Information |
|---|--|----------------------|--|----------------------------|-----------------------------------|--|-------------|-------------|--|------------------------|
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance). | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | |
| Nationally Significant Multimodal Freight and Highway Projects (INFRA) | Provides grants for multimodal freight and highway projects of national or regional significance. | Yes | Yes (with a population over 200,000) | Yes | Yes | Yes | Yes | | Yes | |
| National Infrastructure Project Assistance Program (MEGA) | Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact. | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | |
| Rural Surface Transportation Grant Program | Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. | Yes | | Yes | Yes | | Yes | | Yes (Regional transportation planning organizations) | |

Bipartisan Infrastructure Law (BIL)

Other funding opportunities

[NEW] PROTECT Grants (discretionary)

| | |
|----------------------|--|
| Purpose | Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure |
| Funding | \$1.4 B (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State or political subdivision of a State (including Puerto Rico)• MPO• Local government• Special purpose district or public authority with a transportation function• Indian Tribe• Federal land management agency (applying jointly with State(s))• <i>Different eligibilities apply for at-risk coastal infrastructure grants</i> |
| Eligible projects | <ul style="list-style-type: none">• Highway, transit, intercity passenger rail, and port facilities• Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building• Construction activities (oriented toward resilience)• Construction of (or improvement to) evacuation routes |
| Other key provisions | <ul style="list-style-type: none">• Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan• May only use up to 40% of the grant for construction of new capacity |

Bipartisan Infrastructure Law (BIL)

Other funding opportunities

[NEW] Charging and Fueling Infrastructure (discretionary)

| | |
|----------------------|--|
| Purpose | Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities |
| Funding | \$2.5 B (FY 22-26) in Contract Authority from the HTF |
| Eligible entities | <ul style="list-style-type: none">• State or political subdivision of a State (including Puerto Rico)• MPO• Local government• Special purpose district or public authority with a transportation function• Indian Tribe• Territory |
| Eligible projects | <ul style="list-style-type: none">• Acquisition and installation of publicly accessible EV charging or alternative fueling infrastructure• Operating assistance (for the first 5 years after installation)• Acquisition and installation of traffic control devices |
| Other key provisions | <ul style="list-style-type: none">• Requirement to redesignate alternative fuel corridors and establish a process to regularly redesignate these corridors• Set-aside (50%) to install EV charging and alternative fueling infrastructure on public roads or in other publicly accessible locations, such as parking facilities at public buildings, schools, and parks |

Bipartisan Infrastructure Law (BIL)

Other funding opportunities

[NEW] National Electric Vehicle Formula Program (formula and discretionary*)

| | |
|----------------------|---|
| Purpose | Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability |
| Funding | \$5 B (FY 22-26) in advance appropriations from the GF |
| Recipients | <ul style="list-style-type: none">• States (including DC and Puerto Rico) |
| Distribution formula | <ul style="list-style-type: none">• Same shares as Federal-aid highway apportionments |
| Other key provisions | <ul style="list-style-type: none">• Funded projects must be located along designated alt fuel corridors• Sets aside 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure• State must submit plan to DOT describing planned use of funds• If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State, or to other States• Establishes DOT-DOE Joint Office of Energy and Transportation• Requires DOT to designate national EV charging corridors to support freight and goods movement |

** Program sets aside funds for discretionary technical assistance grants; also if DOT withholds or withdraws funding from a State, DOT may award funds to local governments in the same State.*

Inflation Reduction Act

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R |
|-----------|-------|----------------|------------|----------------|-----|----------|-----------|--|-----------------|--------------------|---|--------------------------------|--|--------------------------|---|------------------|-----------------|
| Buildings | Power | Transportation | Resilience | Equity, EJ, JT | NWL | Industry | Pollution | | | | | | | | | | |
| | | | | | | | | Keywords | Legislation | Senate Committee | Title | Subtitle | Section in Bill | Federal Agency | Program Name | Appropriation Yr | Appropriation |
| X | | | | | | | | Renewables | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13101. Extension and modification of credit for ele | Internal R | Energy Production Tax Credit (PTC) | n/a | n/a |
| X | | | | | | | | Renewables; Storage | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13102. Extension and modification of energy credit | Internal R | Energy Investment Tax Credit (ITC) | n/a | n/a |
| X | | | X | | | | | Renewables | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13103. Increase in energy credit for solar and wind | Internal R | ITC Credits for wind and solar in low-income comm | n/a | n/a |
| X | | | | | X | | | CCUS | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13104. Extension and modification of credit for car | Internal R | 45Q - carbon oxide sequestration credit | n/a | n/a |
| X | | | | | | | | Renewables | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13105. Zero-emission nuclear power production cr | Internal R | 45U - Zero-emission nuclear power PTC credit | n/a | n/a |
| | X | | | | | | | Alt. Fuels | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13201. Extension of incentives for biodiesel, renew | Internal Revenue Service | | n/a | n/a |
| | X | | | | | X | | Alt. Fuels | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13202. Extension of second generation biofuel inc | Internal Revenue Service | | n/a | n/a |
| | X | | | | | X | | Alt. Fuels | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13203. Sustainable aviation fuel credit. | Internal R | Sustainable aviation fuel credit | n/a | n/a |
| X | | | | | | X | | Hydrogen | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13204. Clean hydrogen. | Internal R | Clean hydrogen | n/a | n/a |
| X | X | | | | | | | Energy Efficiency | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13301. Extension, increase, and modifications of n | Internal R | Nonbusiness Energy Property Credit | n/a | n/a |
| X | | | | | | | | Energy Efficiency | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13302. Residential clean energy credit. | Internal R | Residential clean energy credit | n/a | n/a |
| X | | | | | | | | Energy Efficiency | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13303. Energy efficient commercial buildings dedu | Internal R | Energy efficient commercial buildings deduction | n/a | n/a |
| X | | | | | | | | Energy Efficiency | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13304. Extension, increase, and modifications of n | Internal R | Energy efficient home credit | n/a | n/a |
| | X | | | | | | | EV/EVSE | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13401. Clean vehicle credit. | Internal R | Clean vehicle credit | n/a | n/a |
| | X | X | | | | | | EV/EVSE | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13402. Credit for previously-owned clean vehicles. | Internal R | Previously-owned clean vehicles credit | n/a | n/a |
| | X | | | | | | | Alt. Fuels; EV/EVSE | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13403. Qualified commercial clean vehicles. | Internal R | Qualified commercial clean vehicles credit | n/a | n/a |
| | X | X | | | | | | Alt. Fuels; EV/EVSE | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13404. Alternative fuel refueling property credit. | Internal R | Alternative fuel refueling property credit | n/a | n/a |
| X | | | | | | | | Alt. Fuels; CCUS; Energy Efficiency; Manufacturing | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13501. Extension of the advanced energy project cr | Internal R | Clean Energy Manufacturing Investment Tax Credit | n/a | n/a |
| | | | | | | X | | EV/EVSE; Manufacturing; Renewables; Storage | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13502. Advanced manufacturing production credit. | Internal R | Advanced manufacturing production credit | n/a | n/a |
| | | | | | | X | X | Remediation | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13601. Reinstatement of superfund. | Internal R | Hazardous Substance Superfund Financing Rate | n/a | n/a |
| X | | | | | | | | Renewables | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13701. Clean electricity production credit. | Internal R | Clean electricity production credit (PTC) | n/a | n/a |
| X | | | | | | | | Renewables; Storage | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13702. Clean electricity investment credit. | Internal R | Clean electricity investment credit (ITC) | n/a | n/a |
| X | | | | | | | | Storage | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13703. Cost recovery for qualified facilities, qualifi | Internal Revenue Service | | n/a | n/a |
| | X | | | | | | | Alt. Fuels | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13704. Clean fuel production credit. | Internal R | Clean fuel production credit | n/a | n/a |
| X | | | | | | | | Renewables | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13801. Elective payment for energy property and el | Internal R | Elective payment | n/a | n/a |
| | | | | | | | | Federal Administrative Costs | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13802. Appropriations. | Internal R | n/a | FY22 | \$500,000,000 |
| | | X | X | | | | | O&G | IRA - H.R. 5276 | Finance | Title I - Committee on Finance | Subtitle D—Energy Security | 13901. Permanent Extension of Tax Rate to Fund Bl | Internal R | Black lung disability trust fund | n/a | n/a |
| | X | X | | | | | | Agriculture/Rangelands | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21001. Additional Conservation Investments. | USDA | Environmental Quality Incentives Program ("EQIP") | FY23-26 | \$8,450,000,000 |
| | X | X | | | | | | Agriculture/Rangelands | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21001. Additional Conservation Investments. | USDA | Regional Conservation Partnership Program ("RCPF | FY23-26 | \$6,750,000,000 |
| | X | X | | | | | | Agriculture/Rangelands; CCUS | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21001. Additional Conservation Investments. | USDA | Conservation Stewardship Program ("CSP") | FY23-26 | \$3,250,000,000 |
| | X | X | | | | | | Agriculture/Rangelands | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21001. Additional Conservation Investments. | USDA | USDA conservation easements ("ACEP") | FY23-26 | \$1,400,000,000 |
| | X | X | | | | | | Agriculture/Rangelands; CCUS | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21002. Conservation Technical Assistance. | USDA | Greenhouse Gas Inventory and Assessment Progr | FY22 | \$300,000,000 |
| | X | X | | | | | | Agriculture/Rangelands | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21002. Conservation Technical Assistance. | USDA | Natural Resources Conservation Service conservat | FY22 | \$1,000,000,000 |
| | X | X | | | | | | Agriculture/Rangelands; Federal Administrative Costs | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle B – Conservation | 21002. Conservation Technical Assistance. | USDA | Administrative Costs | FY22 | \$ 100,000,000 |
| X | | | | | | X | | Renewables; Storage | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle C – Rural Development | 22001. Additional Funding for Electric Loans for Re | USDA | Electric Loans for Renewable Energy | FY22 | \$1,000,000,000 |
| X | | | | | | | | Renewables | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle C – Rural Development | 22002. Rural Energy for America Program. | USDA | Rural Energy for America Program | FY22-23 | \$1,177,090,000 |
| X | X | | | | | | | Alt. Fuels | IRA - H.R. 5276 | Agriculture, Nutri | Title II – Committee on Agriculture, Nutrition, and | Subtitle C – Rural Development | 22003. Biofuel Infrastructure and Agriculture Produ | USDA | | FY22 | \$500,000,000 |

Thank you! Any Questions?

Our Clean Team



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Grants for Electric Vehicles for Delaware Local Governments



About DESEU – Energize Delaware

Mission of the DESEU

The Delaware Sustainable Energy Utility (DESEU) was created by the Legislature in 2007 to deliver energy efficiency and renewable energy services to Delaware households and businesses.

DESEU Funding Sources:

- Tax Exempt Financing
- Regional Greenhouse Gas Initiative (RGGI) Funds
 - Fees for Services
 - Interest on Loans

New Electric Vehicle Grant Program

For Local Governments:

- Electric Vehicles
- Charging Stations & Infrastructure
- Electric Riding Lawn & Landscaping Equipment
- Soft costs
- \$5 Million for Grants in FY 22
 - July 1, 2022 to June 30, 2023
- Anticipate 10 grants
- Grant Award up to \$500,000
- Application Development
- Compatible with DNREC Grants
- Low-Interest financing may also be available for larger projects

Application Overview

Application Timeline

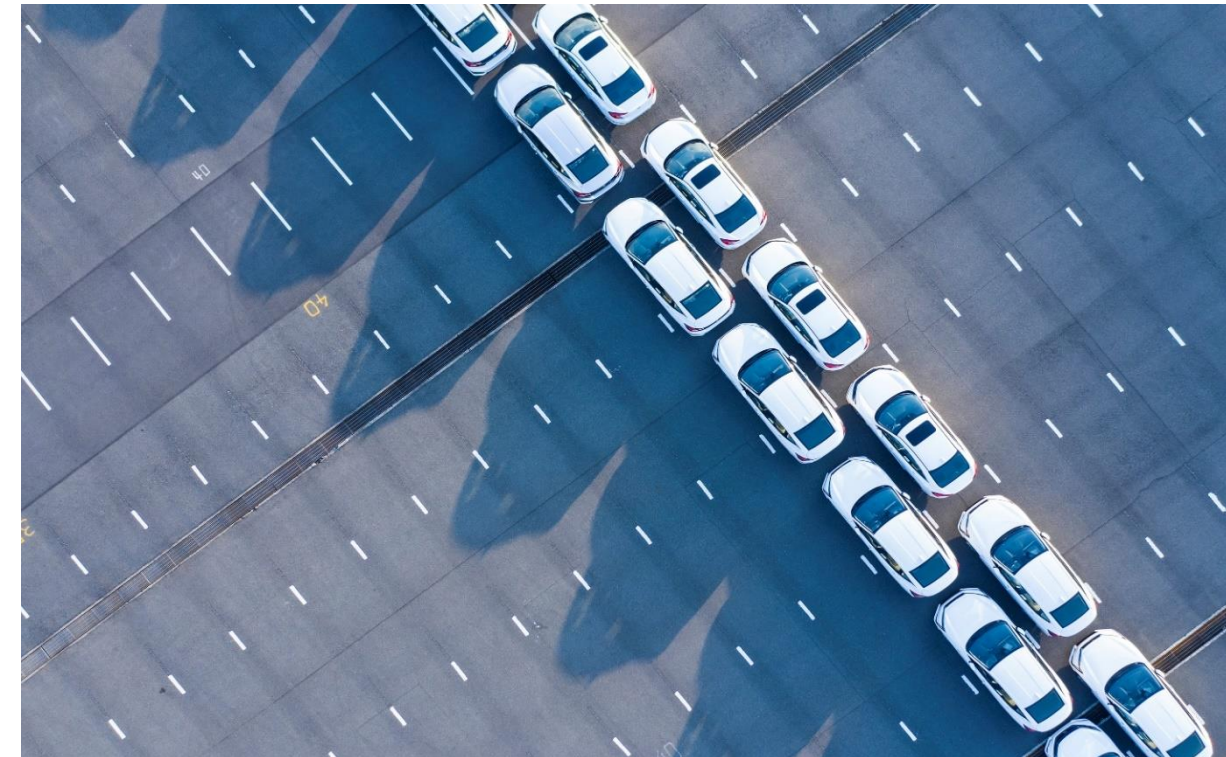
- Applications will be accepted after October 15, 2022
- Applications can be submitted electronically
- There is no application deadline
- Applications will be accepted until all funds have been allocated.
- Energize Delaware reserves the right to close the application acceptance window at any time.



Selection Criteria & Guidelines for Applications

Selection Criteria

- Feasibility Studies can be funded through this grant
- All non-feasibility study applications must include vehicles
- Number of fleet vehicles requested
- Proposed vehicle usage and purpose for the local government
- Estimated mileage of vehicle(s)
- Quality and depth of the Feasibility Study
 - While not required,
 - A feasibility study is a plus



Selection Criteria & Guidelines for Applications

Selection Criteria Continued

- Project cost share
 - Third party funding sources
 - State, Federal, or utility grants applied for/approved
 - Cash donations or Contributions
- Total estimated project cost – Reasonable & Justifiable
 - Include costs of feasibility studies
 - Vehicle/equipment costs
 - Installation Costs
 - Training
 - Utility Upgrade Costs



Selection Criteria & Guidelines for Applications

Selection Criteria Continued

- Project timeline:
 - When do you expect to purchase electric vehicles
 - Delivery of vehicles to the Local Government
 - Date Local Government will start using the EVs
- Evidence of Sustainability Practices
 - Local governments are not required to have a sustainability plan
 - Current sustainability practices will boost grant favorability
- Location of Electric Fleet Vehicles
 - Use of electric vehicles in overburdened communities or in high air pollution locations as designated by EPA

Selection Criteria & Guidelines for Applications

Other Application Guidelines

- \$500,000 maximum grant per County or Local Government
- Vehicle leases are not eligible for this grant funding
- Vehicles and Charging stations will require signage recognizing Energize Delaware Funding
- Local Government will be required to report usage on an annual basis in a format provided by Energize Delaware
- Energize Delaware reserves all rights to deny applications

Selection Criteria & Guidelines for Applications

Other Application Guidelines

- Used vehicles and equipment are not eligible for this grant funding.
- Successful Grantees will be offered a contract with Energize Delaware that will set forth in detail the terms of the grant.
- Grants will be active for a period of 24 months after awarded and approved by Energize Delaware.
 - Grant extensions will require pre-approval by Energize Delaware.

Beginning the Application

Local Government Summary Information

Applicant Summary Information

| | |
|----------------------------|--|
| Local Government Applicant | |
| Projected Budget | |
| Funds Requested | |
| Electric Utility Provider | |
| Population of Local Gov. | |
| Total Fleet Size | |



Primary Contact Information

| | |
|-----------------|--|
| Primary Contact | |
| Phone | |
| Email | |
| Mailing address | |

Other Contact

| | | | |
|----------------------|------|-------|-------|
| | Name | Phone | Email |
| Contact 2 (optional) | | | |
| Contact 3 (optional) | | | |
| CEO | | | |
| CFO | | | |

Feasibility Grant Requests

Do you already have an EV Feasibility Study?

- If you already have a feasibility study, include a copy with your EV Vehicle Grant Request
- If not, you can apply for feasibility study funding
- Contact information for companies that can complete a feasibility study are included in the application
- Once the feasibility study is completed, you can then submit a separate application for EVs, charging stations and installation, and electric riding lawn equipment

Feasibility Grant Requests

Sample data collection for a Feasibility Study Grant

Does your local government already have a feasibility study for EV transition? If yes, please complete the table below and submit your feasibility study with Application as a separate PDF document.

| | |
|----------------------|--|
| Study Prepared by: | |
| Date Study Completed | |
| Cost of Study | |



Feasibility Study Grant Request:

| | |
|---|--|
| Who will be doing your feasibility study? | |
| Estimated Cost? | |
| Estimated Date of Completion | |
| Feasibility Grant Request Amount | |

- If you have a proposal from a Feasibility Study Consultant, please submit as a separate PDF document.

Vehicle Grant Requests

Eligible Electric Vehicle Types

- Only 100% Electric Vehicles are eligible, no hybrids or plug-in hybrid vehicles
- Vehicle Class Groups 1-3
 - Cars, vans, pick ups, SUVs, Crossovers,
 - Motorcycles
 - Riding Lawn Mowers
- Limit of up to \$80,000 MSRP per vehicle
- Requests for vehicles that exceed these requirements will be reviewed on a case- by-case basis with written justification



Vehicle Grant Requests

Sample Application Vehicle Description Table

Proposed Vehicles

Please list each individual vehicle proposed; insert additional lines as needed.

| Vehicle type | Brand/ Model | Use | Dept | Fleet Addition or Replacement | Estimated Annual Miles or Runtime | Total Estimated Cost |
|--------------|--------------|-----|------|-------------------------------|-----------------------------------|----------------------|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |



Charging Station Grant Requests

Leveraging Resources and Other Grants

- Energize Delaware charging station grants are fully compatible with the charging grants offered by the Delaware Department of Natural Resources and Control (DNREC).
- Funding from DNREC Electric Vehicle Charging Stations should be pursued first
 - The goal of the Energize Delaware Charging Station Grant is to provide further funding for what is not covered by DNREC programs. A link is provided in the application to the DNREC Charging Station Grants.
- Energize Delaware will not accept applications for only Electric Vehicle Charging Stations.



History of Sustainability

Does your local government have a Sustainability Plan?

We will look favorably upon those applicants that already have established sustainability plans and have a long history of clean energy and renewable practices.
We do acknowledge that everyone must start somewhere.



Charging Station Grant Requests

Data Requested for EV Charging Stations

Proposed Charging Station Description

If you are proposing more than six charging stations, please attach chart as a PDF document

| | Charger #1 | Charger #2 | Charger #3 | Charger #4 | Charger #5 | Charger #6 |
|---|------------|------------|------------|------------|------------|------------|
| Estimated Installation Date | | | | | | |
| Charger Manufacturer/Make | | | | | | |
| Voltage Rating | | | | | | |
| Number of Ports | | | | | | |
| Estimated Charger Cost | | | | | | |
| Estimated Installation Cost | | | | | | |
| Parking Spot & Station Signage | | | | | | |
| DNREC/Utility EV Charger Incentive Requested/Received | | | | | | |



Utility & Installation Costs

Grant requests can include:

- Required utility upgrades
- Meter upgrades
- Electric panel upgrades
- Installation costs
- Safety Barriers
- Signage

Utility Upgrade Grants

If to facilitate your new EV fleets you must upgrade your electric infrastructure, please list below what was done, how much the upgrades will cost, the cost share, and what will be upgraded.

Description of what needs to be upgraded within your (service area, borders, limits?):

| |
|--|
| |
|--|

Specific Upgrade Costs (Duplicate this chart and fill out again if multiple locations are being upgraded)

| Building/Location | Location 1 | Location 2 | Location 3 |
|---------------------------|------------|------------|------------|
| Total Estimated cost | | | |
| Energize DE Grant Request | | | |
| Local Gov. Funding | | | |
| Other Funding | | | |

In addition to the "Other Funding" category above please also include in the box below a more detailed description of other funding sources used for utility upgrades:

| |
|--|
| |
|--|

Funding for Training

Training costs are eligible for grant funding

Training Grants

For some grant purchases there may be training that will be required for certain types of vehicles. For example, operations training, EV servicing training, or installation training. Any required training can be covered by the grant.

| | Training #1 | Training #2 | Training #3 |
|---|-------------|-------------|-------------|
| Vehicle or Equipment that Requires Training | | | |
| What Training is Required | | | |
| Who is Running the Training | | | |
| Who is being Trained (employee type) | | | |
| Estimated Cost of Training | | | |
| Duration of Training | | | |

EV Grant Budget Breakdown

Summary of Grant Funding Request by Category

- Total funds for each funding category need to be listed on the Budget Breakdown Summary
- Please attach quotes, purchase orders, and/or invoices to support grant requests and total grant budget



Budget Breakdown

| Type | Energize DE Grant Request | Local Gov't Funds | Other: | Other: | Total |
|-------------------|---------------------------|-------------------|--------|--------|-------|
| Feasibility Study | | | | | |
| Vehicles | | | | | |
| Mowers | | | | | |
| Chargers | | | | | |
| Utility Upgrades | | | | | |
| Training | | | | | |
| Totals (\$) | | | | | |

EV Grant Disbursements

| Grant Type | Funding Disbursement Schedule |
|---|--|
| Feasibility Studies Utility Upgrades Training | 50% at Vendor Contract Signing 50% at Project Completion |
| | |
| Vehicles | 50% at Time of Vehicle Order/contract 50% at Time of Vehicle Delivery |
| | |
| Charging Stations | 30% at Time of Charging Station Order 30% at Time of Approved Permits 40% at Certificate of Completion |
| | |

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