

WELCOME to Today's Webinar!



Toledo Metropolitan Area Council of Governments



TOLEDO | LUCAS COUNTY
PORT AUTHORITY

BetterBuildings Northwest Ohio – Property Assessed Clean Energy (PACE) Financing

**TMACOG Tech: Lead
the Charge, Part 2**

September 14, 2023

About the Port....



- Founded in 1955, The Toledo-Lucas County Port Authority was the first port authority in Ohio.
- The Toledo-Lucas County Port Authority's business is transportation and development. That business is shaped by our mission to move people and cargo through the region while employing innovative programs to stimulate development in our region.
- Today, we focus on three initiatives - Maritime, Aviation and Development.

Our Mission Statement :

The mission of the Toledo-Lucas County Port Authority is to develop expertise and assets that drive and grow the region's transportation and logistics infrastructure and its economic prosperity for all.

Economic Development



- Innovative Finance Programs: Over 600 projects, 20,000 jobs, \$2.0B investments
 - Northwest Ohio Bond Fund (NWOBF), Capital Lease & Conduit Bonds
 - Diversified Contractor Accelerator Program (DCAP)
 - Toledo Microenterprise Development Initiative
 - Toledo Regional Revolving Loan Fund (RLF)
 - Small Business Administration (SBA) 504 Loan Program
 - Ohio 166 Regional Loan Program
 - Better Buildings Northwest Ohio (BBNWO) Energy Efficiency Financing for Buildings

Why Building Owners Love PACE



- Retrofit your business to run more energy efficiently
- Increase your property value
- Up to 100% financing
- Long-term fixed rates up to 25 years
- Flexible financing from \$25,000-\$11,000,000
- Competitive interest rates
- Repayment via special assessment on property tax bill
- Special assessments tied to the facility, not the owner
- Energy savings often cover the cost of financing
- Less maintenance upkeep and overhead

Equipment Eligibility



➤ Retrofits

- Lighting
- Energy Mgt. Systems
- High efficiency HVAC
 - Ground Source Heat Pumps
- Compressed Air
- Building Envelope
- Steam Systems/Boilers
 - Heat and Industrial Usage
- Refrigeration Systems
- Solar Hot Water

➤ Energy Projects

- EV Charging Stations
- Waste Energy Recovery
 - Absorption Chillers
 - Process Reviews
- Distributed & Renewable Power Generation
- Electrical Distribution Upgrades
 - Power Factor Correction
 - Transformer Replacement
- District Heating/Cooling Systems - Geothermal
- Combined Heat/Power Systems

Business Eligibility



Work with all types and sizes of businesses to provide energy efficient solutions for existing structures to make them more efficient and productive while making our environment cleaner.



Industrial /
Manufacturing



Government /
Municipal



Healthcare



Commercial /
Retail



Educational –
K-12 & Colleges/Universities



Residential

TLCPA Program Contacts



Josh Strickland

PACE Administrator

jstrickland@toledoport.org

(419) 214-4184

www.toledoport.org



EV Charging Infrastructure Funding Opportunities

Simon Nyi

Grants Commissioner, City of Toledo

Bipartisan Infrastructure Law (BIL) Funding

National Electric Vehicle Infrastructure (NEVI) Formula Program

- \$5B for EV charging infrastructure over 5 years
- Allocated to states by formula

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- \$2.5B in discretionary grants over 5 years
- MPOs and units of local government eligible to apply

National Electric Vehicle Infrastructure (NEVI) Formula Program

- Aims to build out nationwide network of EV chargers
- \$140M for Ohio over 5 years
- Distribution plan updated and approved annually:
[Ohio EV Infrastructure Deployment Plan](#) (DriveOhio)

NEVI in Ohio:

Ohio EV Infrastructure Deployment Plan

- Prioritizes build-out of designated Alternative Fuel Corridors (AFCs)
 - Phase I (Ohio Interstate Highways): 2022-2024
 - Phase II (Ohio US & State Routes): Q4 2023-2025
 - Phases III-IV: Q2 2024-2026
- Funding becomes discretionary once AFCs certified fully built out

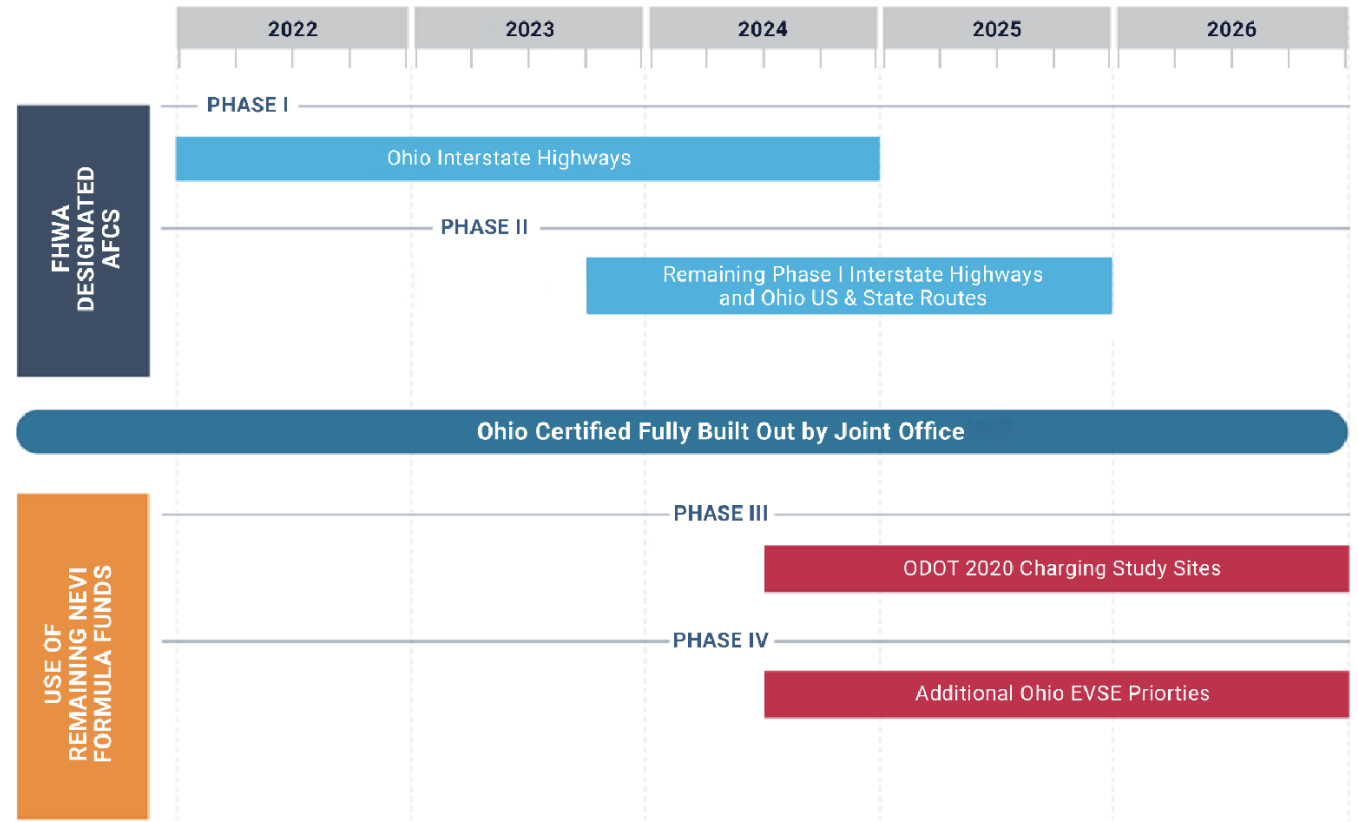


Alternative Fuel Corridors in Ohio
Source: DriveOhio

NEVI in Ohio:

Ohio EV Infrastructure Deployment Plan

- Prioritizes build-out of designated Alternative Fuel Corridors (AFCs)
 - Phase I (Ohio Interstate Highways): 2022-2024
 - Phase II (Ohio US & State Routes): Q4 2023-2025
 - Phases III-IV: Q2 2024-2026
- Funding becomes discretionary once AFCs certified fully built out



Source: DriveOhio

NEVI in Ohio:

Ohio EV Infrastructure Deployment Plan

- First round of 27 sites announced
- Second round RFP for 16 sites expected this fall
- More information:
<https://drive.ohio.gov/programs/electric/infrastructure/nevi/nevi>



First round NEVI charging stations in Ohio
Source: DriveOhio

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- \$2.5B total discretionary funding over 5 years
- \$1.25B Corridor
- \$1.25B Community
- Separate from and complementary to NEVI
- Funds electric, hydrogen, propane, and natural gas infrastructure

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- Funded through advance appropriations through FY26 (\$500M/FY24; \$600M/FY25; \$700M/FY26)
- First NOFO (FY22 and 23) closed; next NOFO TBA (late 2023/early 2024?)

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

Corridor Program (\$1.25B)

- Supports buildout of charging and fueling infrastructure along AFCs (within 1 mile)
- Minimum award \$1M; no maximum
- Must use funds to contract with private entity

Community Program (\$1.25B)

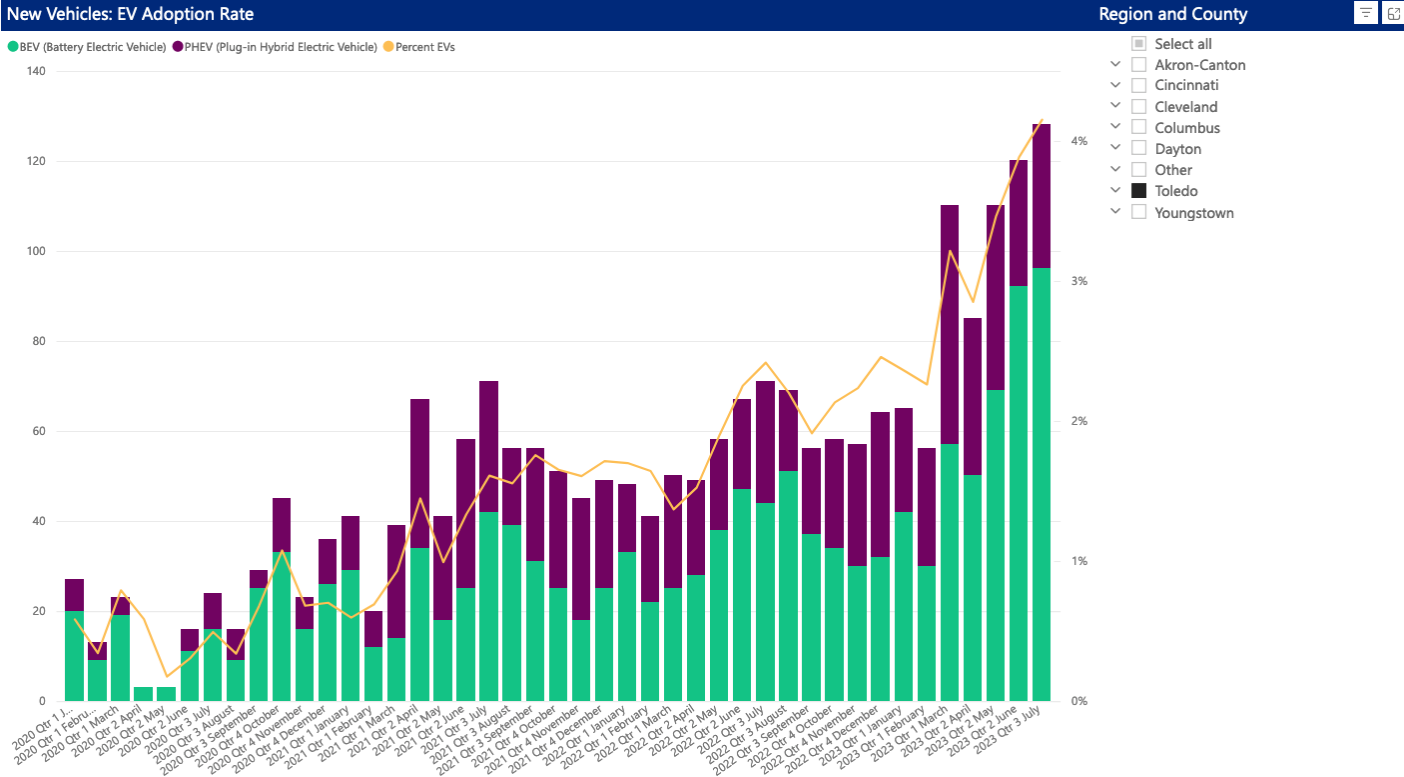
- Supports buildout of infrastructure on any public road or other publicly accessible locations
- Minimum award \$500K; maximum award \$15M
- May use funds to contract with private entity
→if included, private entity must provide 20% match

CFI Discretionary Grant Program: How we can prepare

- Know the criteria and funding priorities
- [First NOFO](#) prioritizes LMI communities, rural areas, high-density urban areas, and environmental justice (Justice40)
- [National Electric Vehicle Infrastructure Standards and Requirements](#)
- Coordinate on siting plans (TMACOG study)
- Define approach to private entity contracts now!

CFI Resources

- [2022/2023 CFI NOFO](#)
- [A-FLEET CFI Emissions Tool](#)
(required for applications)
- [AFDC Charging Station Locator](#)
- [DriveOhio Alternative Fuel Vehicle Registration Dashboard](#)
- [E-DRIVE](#)



DriveOhio Alternative Fuel Vehicle Registration Dashboard

Other programs with EV charging eligibilities

- [DoE Ride and Drive Electric](#)
- [FTA Low or No Emission Vehicle Program](#)
- [Reduction of Truck Emissions at Port Facilities](#)
- [Clean School Bus Program](#)
- [Other federal programs](#)

Resources

- [FHWA list of EV grant programs](#)
- [Department of Energy Resources for Fleet Managers](#)
- [FHWA programs with EV eligibilities](#)



➔ simon.nyi@toledo.oh.gov



Electric Vehicle Infrastructure Siting Plan

David Gedeon, AICP
Vice President of Transportation





Study Purpose

This plan will establish a strategy for identifying preferred locations for public vehicle charging infrastructure, including recommended number of chargers by type, to create a network of accessible charging locations throughout the study area.

The plan will help educate and direct future investment in public electric vehicle charging infrastructure.



Study Summary

Consultant:
Burgess and Niple, Inc.

Study Area:
**Lucas, Wood, Ottawa,
Sandusky, and Monroe
Counties**



Key Elements of Study

Stakeholder Advisory Group

Electric Vehicle Infrastructure Assessments

Charging Infrastructure Analysis

Draft Final Report

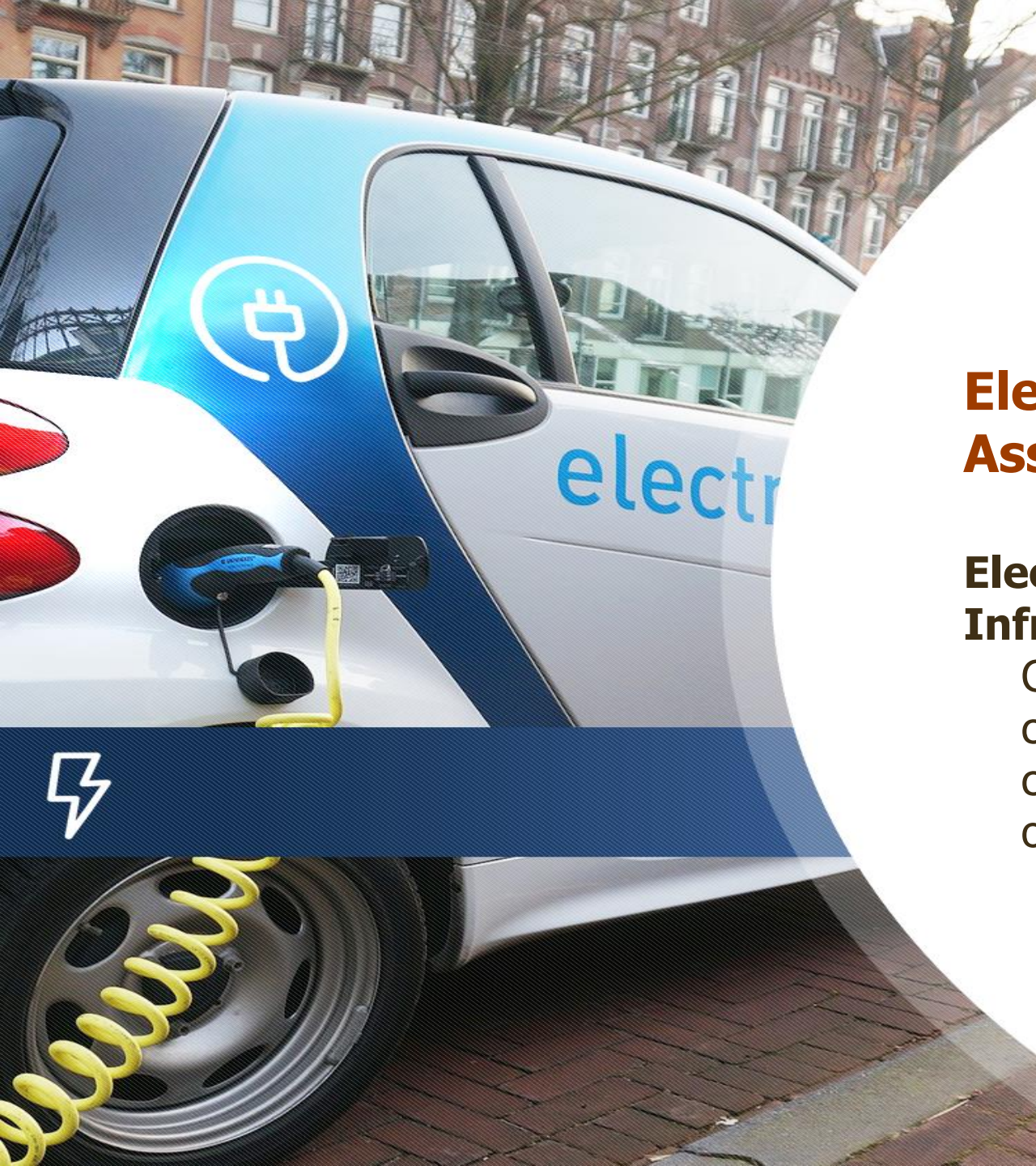


Key Elements of Study

Stakeholder Advisory Group:

The Stakeholder Advisory Group may include, but not be limited to:

- Local governments and public agency representatives
- State agency representatives (e.g. ODOT, MDOT, etc.)
- Utilities providers
- Nonprofit organizations
- Local fleet operators
- Local business owners



Key Elements of Study

Electric Vehicle Infrastructure Assessments:

Electric Vehicle Ownership and Infrastructure Data Collection

Collect various types of data including countywide electric vehicle ownership statistics, charging station outlet costs, existing locations of electric vehicle charging stations by type, etc.



Key Elements of Study

Electric Vehicle Infrastructure Assessments:

Existing Conditions Assessment

- Assess the status of electric vehicle infrastructure charging availability
- Origin-destination travel patterns
- Inventory existing electric vehicle infrastructure
 - Number of existing charging stations
 - Number of plugs by type (DCFC, Level 1, Level 2, etc.), location, land use type (commercial, residential, or civic land uses, etc.)



Key Elements of Study

Electric Vehicle Infrastructure Assessments:

Assessment of Electric Vehicle Infrastructure Policies, Requirements, and Regulations

Examine current electric vehicle infrastructure regulations, policies, and requirements and identify potential barriers to electric charging installation opportunities.



Key Elements of Study

Electric Vehicle Infrastructure Assessments:

Market Demand Analysis

Evaluate current and forecasted future demand for electric vehicles by examining

- The quantity of electric vehicles
- The availability of chargers for each electric vehicle type, including Battery Electric Vehicles (BEVs), Plug-in Hybrid Electric Vehicles (PHEVs), and other electric vehicle types.



Key Elements of Study

Charging Infrastructure Analysis:

Charging Infrastructure Siting Analysis

Develop the infrastructure siting methodology with Steering Committee.

- Apply the methodology to identify recommended potential sites for electric vehicle infrastructure including size, type of technology, number of chargers, currently available utility service for each location, public transportation connections, facility access, parking locations, and other considerations.



Key Elements of Study

Charging Infrastructure Analysis:

Infrastructure Investment Prioritization

Develop criteria to prioritize future electric vehicle infrastructure installations for optimal placement and maximum future use.

- Consider the minimum energy and capacity for electric vehicle charging stations, costs, and utility connections required to maintain electric vehicle infrastructure.
- Prioritization criteria shall also consider Disadvantaged Community access to the proposed infrastructure investments.



Key Elements of Study

Charging Infrastructure Analysis:

Implementation Guidelines & Recommendations

Develop guidelines and recommendations to implement and install electric vehicle infrastructure.

This will include but is not limited to:

- Environmental and permitting requirements
- Right of way
- Design and site development
- Utility coordination
- Purchase of equipment and vendor identification
- Installation
- Maintenance and operations



Key Elements of Study

Charging Infrastructure Analysis:

Financial Analysis

- Cost ranges by charging infrastructure type.
- Estimates for all project development phase costs by charging infrastructure type including permitting, site development, utilities, installation, equipment, operations, maintenance, signage, etc.
- Identify potential funding sources available through local, State, or Federal grant programs, or agreements with private entities.
- Identify funding sources or financing strategies/options for ongoing maintenance costs.



Current Status of Study

Scope of Work has been determined

**Awaiting notice to proceed from ODOT
Central Office – Expected in the next
1-2 weeks**



Questions?

gedeon@tmacog.org

419-241-9155 x1125