# WattWorks: EV Leadership Bootcamp

November 5, 2026



Electrification Coalition

THE UNIVERSITY OF CHICAGO
INSTITUTE FOR CLIMATE & SUSTAINABLE GROWTH

THE UNIVERSITY OF CHICAGO
ENERGY TECHNOLOGIES INITIATIVE

WELCOMING REMARKS

# Becca Ward

**Chief of Staff**
**Institute for Climate and Sustainable Growth, University of Chicago**



Electrification Coalition

ORGANIZATION OVERVIEW

# Matt Stephens-Rich

**Director of Programs**
**Electrification Coalition**



Electrification Coalition

## THE MISSION OF THE ELECTRIFICATION COALITION

# Electrifying transportation for our economic and national security.

The Electrification Coalition is a nonpartisan, nonprofit organization that develops and implements a broad set of strategies to facilitate the widespread adoption of electric vehicles to overcome the economic, public health, and national security challenges that stem from America's dependence on oil.

KEYNOTE SPEAKER



# Sam Bingham

**Clean Transportation Program Director**
**Chicago Department of Transportation**

Electrification Coalition

STATE OF THE MARKET

# Will Drier

**Policy Manager**
**Electrification Coalition**



Electrification Coalition

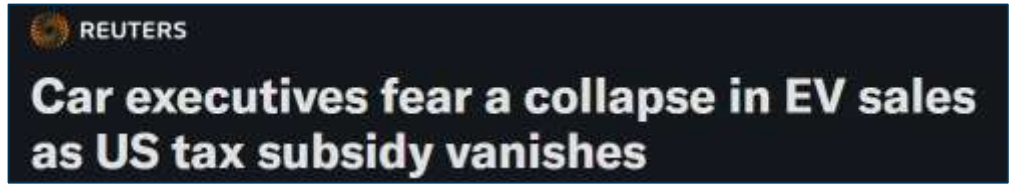
# Bad Press


abc NEWS
Live
Video
Local News
Shows
Good Morning America
ShopGMA
Electric vehicle sales are plummeting. Will they soon become too niche?


Boiling Point NEWSLETTER
The great EV retreat of 2025


Americans shun EVs as tax credits disappear; industry adjusting to rollback of rules


Detroit's EV Retreat Could Cost America the Future of the Auto Industry

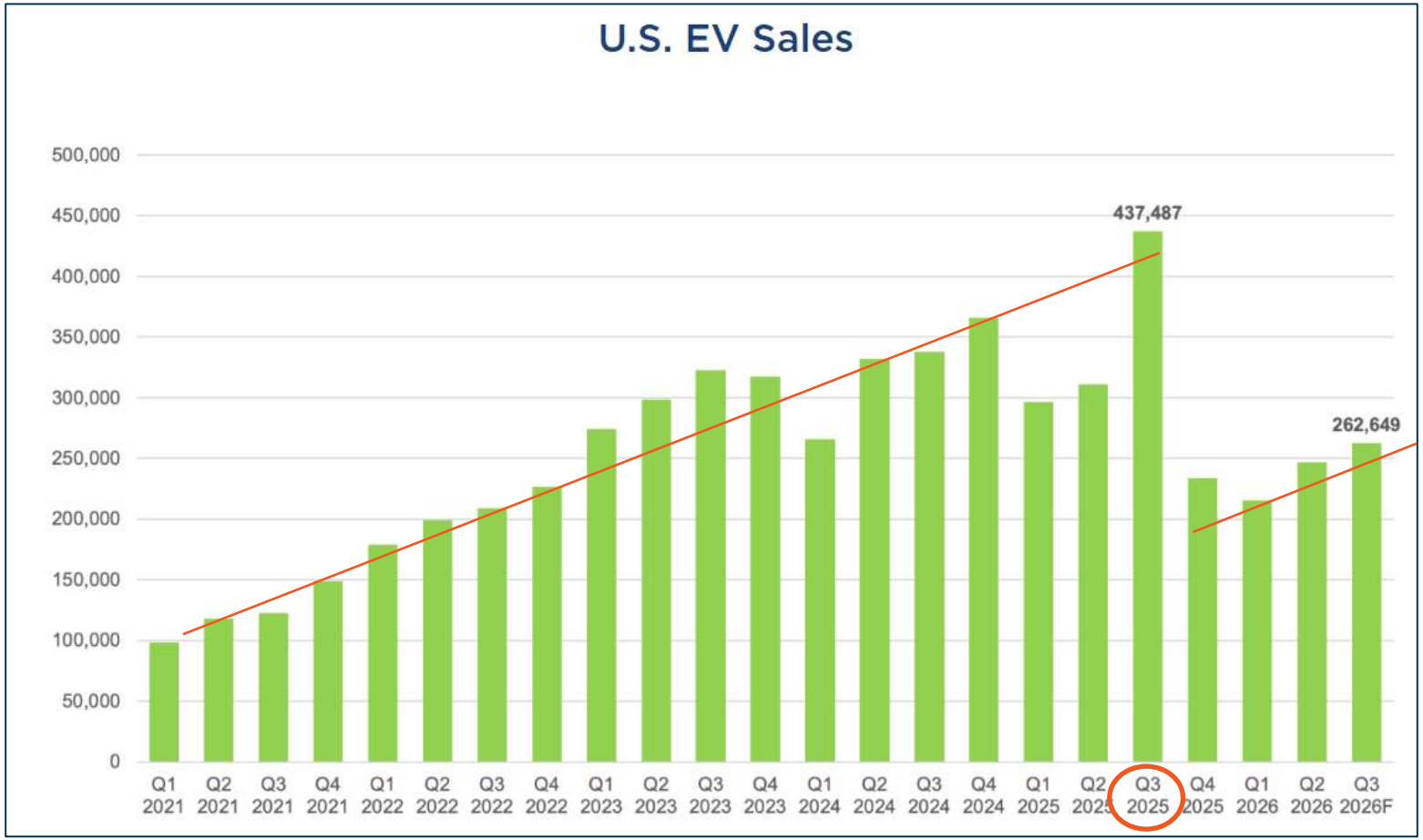

REUTERS
Car executives fear a collapse in EV sales as US tax subsidy vanishes


End of EV tax subsidy sparks worries of collapse in US electric car sales


Electric Vehicles Face a 'Pretty Dreadful Year' in the U.S.

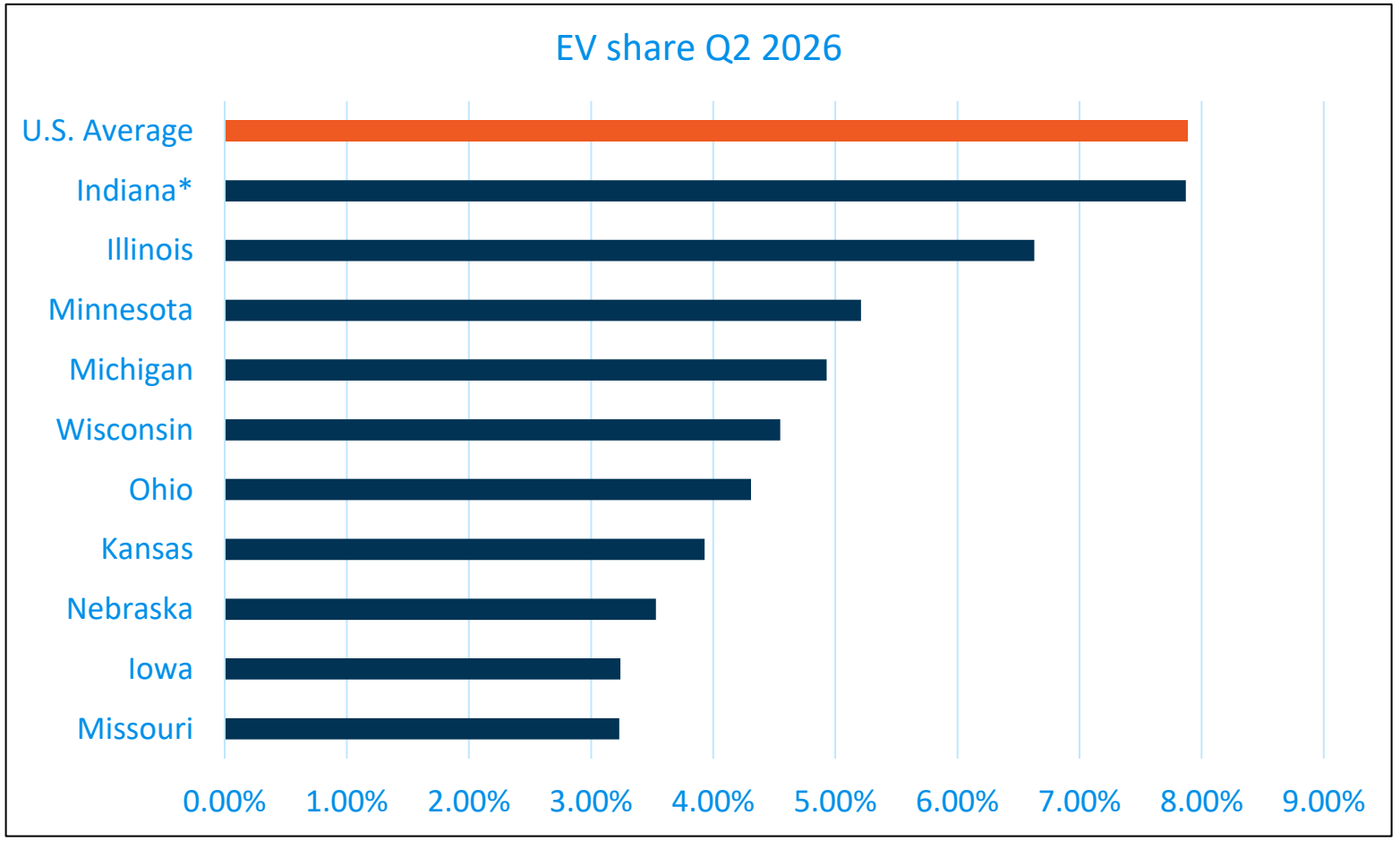

DAILY DRIVE
Weekend Drive: Automakers pay big to retreat on EVs, but could the market make a comeback?

*"The reports of my death are greatly exaggerated."*
*– ~~Mark Twain~~ Electric Vehicles*




Source: Cox Automotive.- Trendlines illustrative

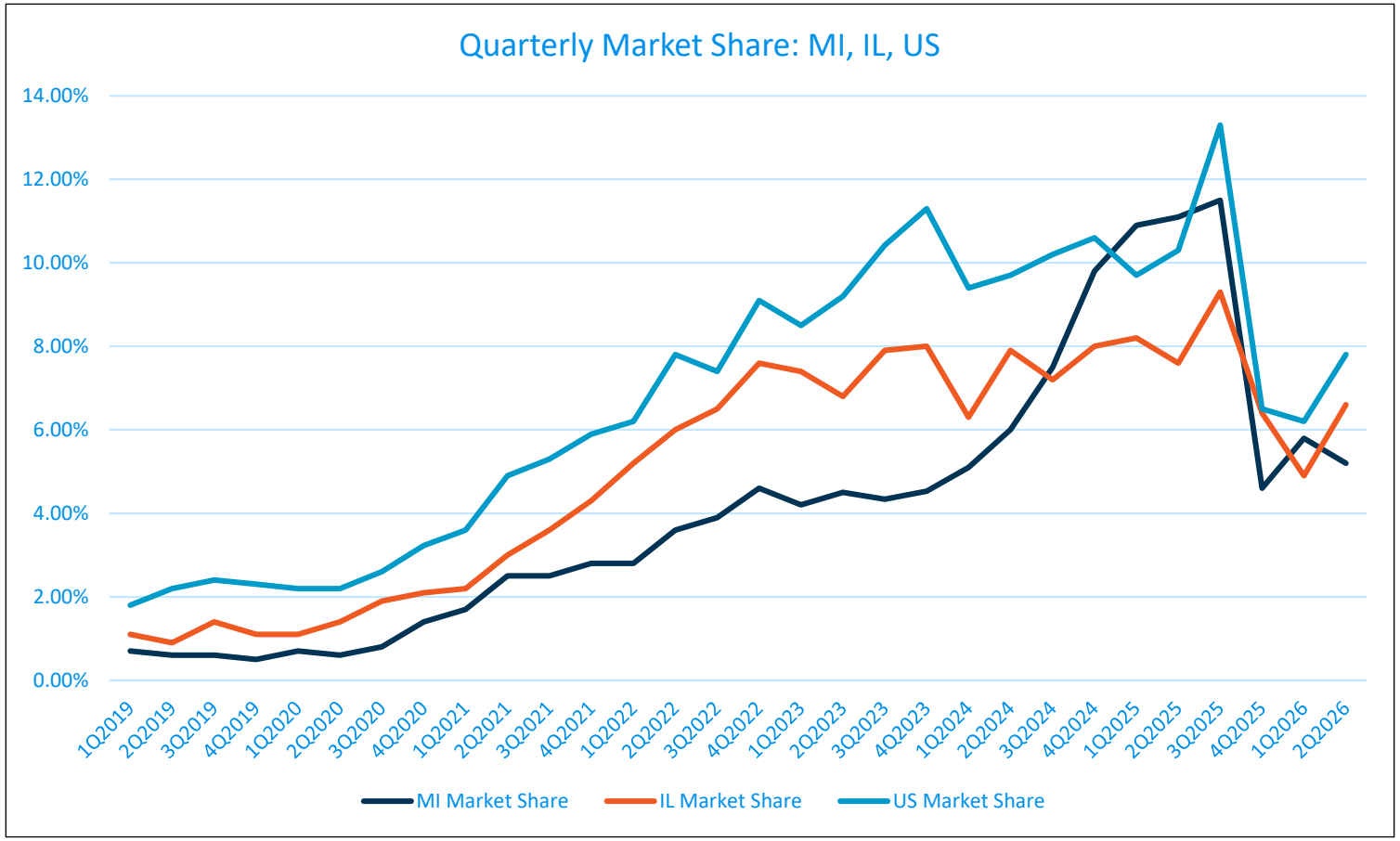
# 2Q2026 Snapshot – Midwest Lags National Average




| State | Change vs. 2Q2025 |
|---|---|
| **U.S. Average** | **-1.58%** |
| Indiana* | 2.70% |
| Illinois | -1.37% |
| Minnesota | -1.62% |
| Michigan | -5.16% |
| Wisconsin | -0.01% |
| Ohio | -0.96% |
| Kansas | -0.63% |
| Nebraska | -0.64% |
| Iowa | -0.51% |
| Missouri | -0.77% |

Source: Alliance for Automotive Innovation

# Michigan & Illinois




Source: Atlas Public Policy

# Post-Credit Market Reset

**-38.6%**

- YoY decrease when consumers rushed to claim credits before expiration.

**+6.1%**

- Increase in volume of EV sales from 2Q to 3Q.

**262,649**

- EVs sold in 3Q2026 – continuing trend of improving QoQ this year.

**5.8% → 6.5%**

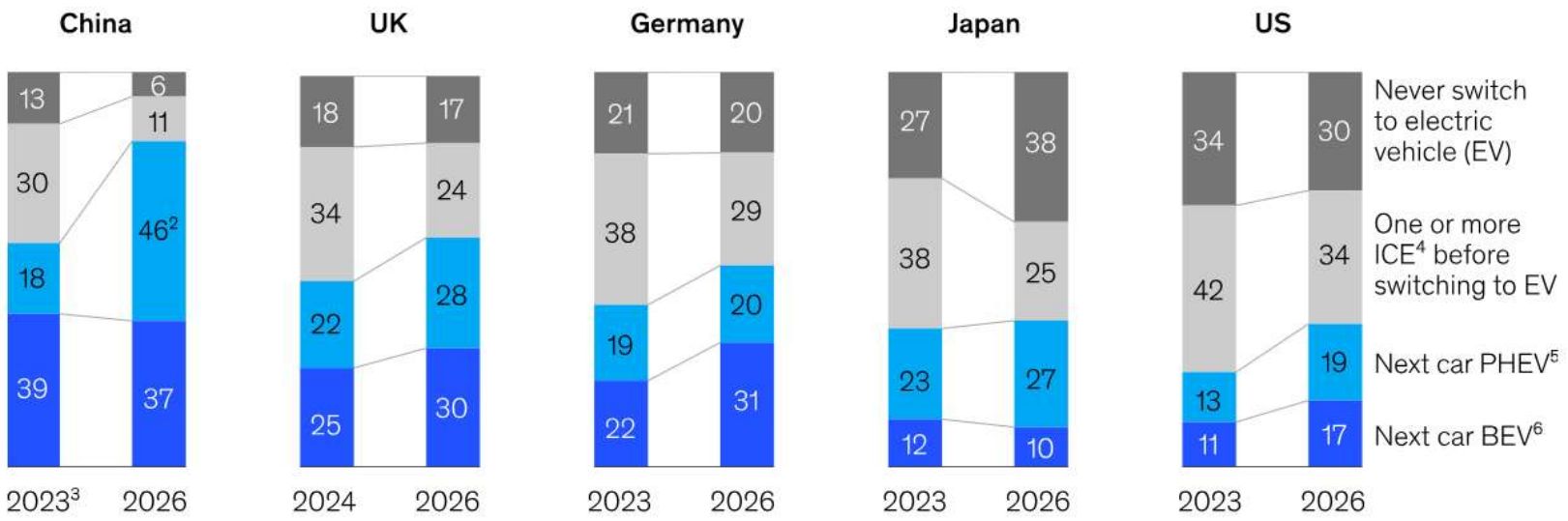
- Market share continues to increase in new vehicle sales.

Source: Cox Automotive

# Consumer Interest Growing

**Consumer interest in electric vehicles continues to grow, but regional differences persist.**

**Next vehicle purchase, by powertrain type,**[1] % of respondents, by market




Consumers in countries experiencing rapid EV growth may be motivated by:

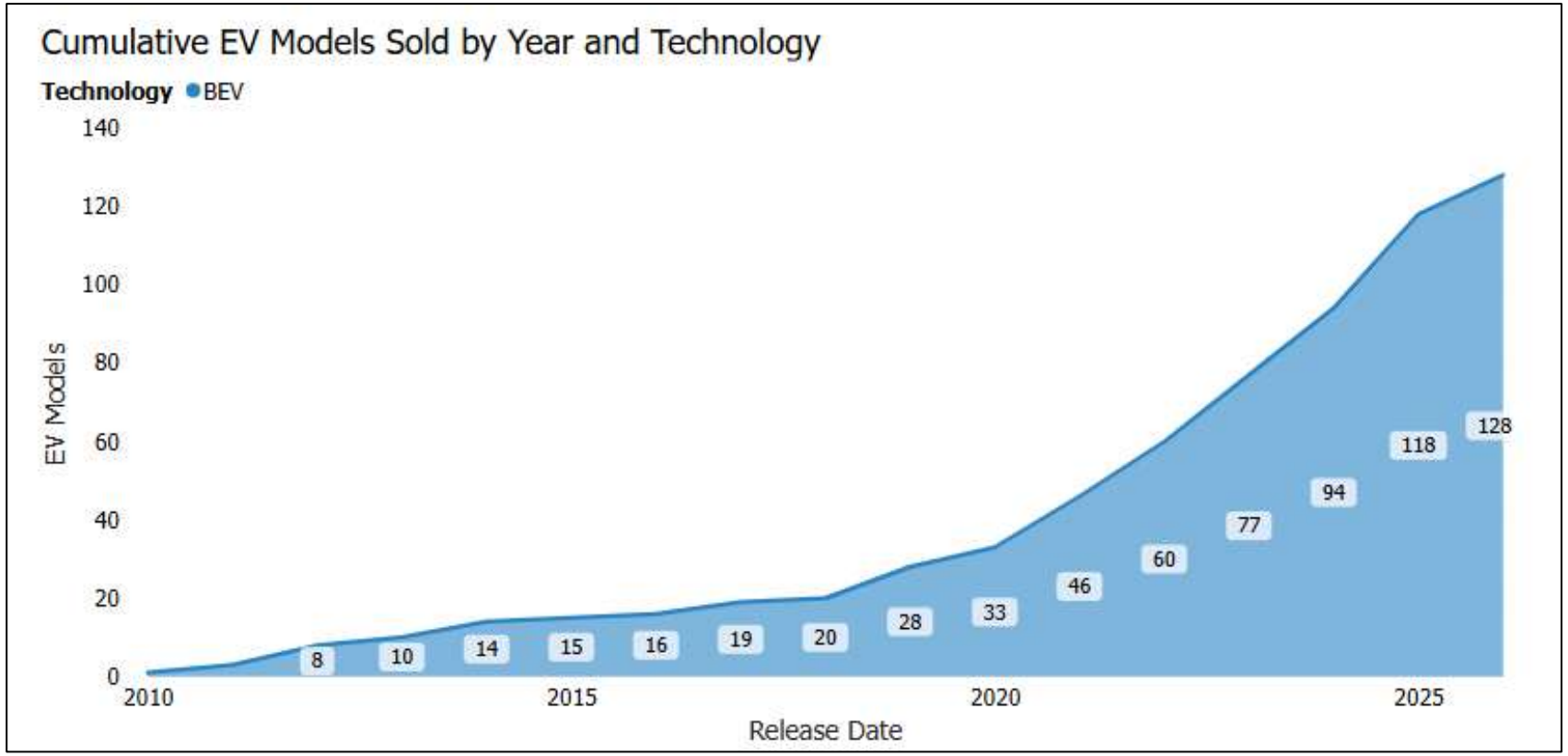
- Fluctuating energy prices
- Incentives
- New OEMs & Models

39.4% Increase in gas price YoY

Source: McKinsey; LendingTree

# Model Availability Up but Not the Whole Story

- Model availability continues to increase – providing consumers with a variety of options.
- Models on the market have varying degrees of availability – not all models and trims are readily available.
- Post-incentives, OEMs retooling investments and future model lineups.




Source: Atlas Public Policy

# Affordability is a Top Concern

- 32 percent of respondents are delaying their next auto purchase due to financial constraints.
- 45 percent of respondents are **considering smaller vehicle segments** due to their budget.
- 50 percent of respondents are **budgeting $40,000 across all vehicle segments. 25 percent are below $30,000.**
- Interest in smaller vehicle segments rose 4 percent from last year.
- Customer expectations similar across customer segments – affordability concerns not tied to compromises.

"New OEMs gaining stride in the market provide compelling vehicle offerings at highly competitive price points. As a result… the ability to offer high value at a **relatively low price point and profitable margin—will play a significant role in determining which OEMs compete successfully.**"

Source: McKinsey

# New and Affordable Models On The Way

### Slate Truck - $24,950

- Built in Warsaw, IN
- Deliveries beginning this year
- +180,000 reservations

### Ford Fathom - $28,350

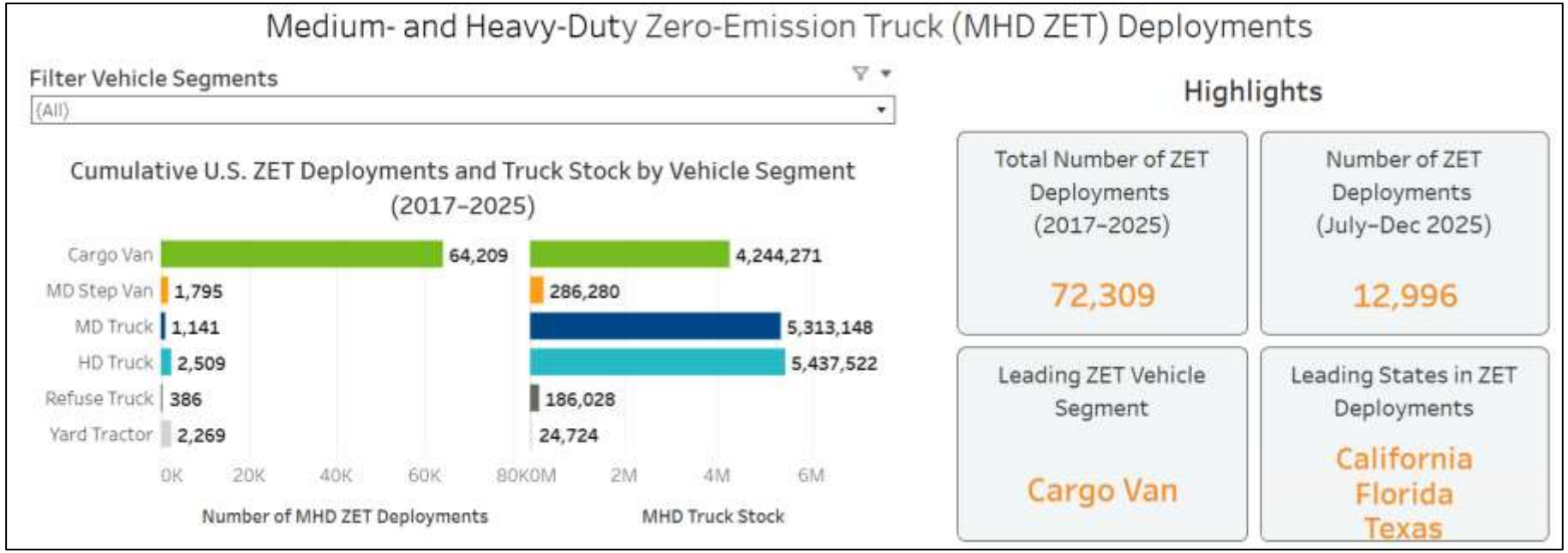
- Built in Louisville, KY
- Deliveries in Fall 2027
- First of Ford's low-cost universal EV platform

### Rivian R2 - $45,000

- Built in Normal, IL
- Deliveries began this year

**HD Market** – Tesla Semi production begins in Nevada: ~$250,000

# MHD Deployments Continue




## Large Orders

- ZET SCALE (Catalyst Mobility & Smart Freight Centre): **2,500** HD Truck order **nearly doubles existing Class 8 market.**
- FedEx orders **2,000** Harbinger MD trucks.

Source: Catalyst Mobility

MARKET *CASE STUDY: SLATE*

# Drew Walker

**Head of Fleet Sales**
**Slate**



Electrification Coalition

SLATE

Part 1

# The Problem

# TODAY'S CARS ARE TOO EXPENSIVE FOR CONSUMERS & FLEETS

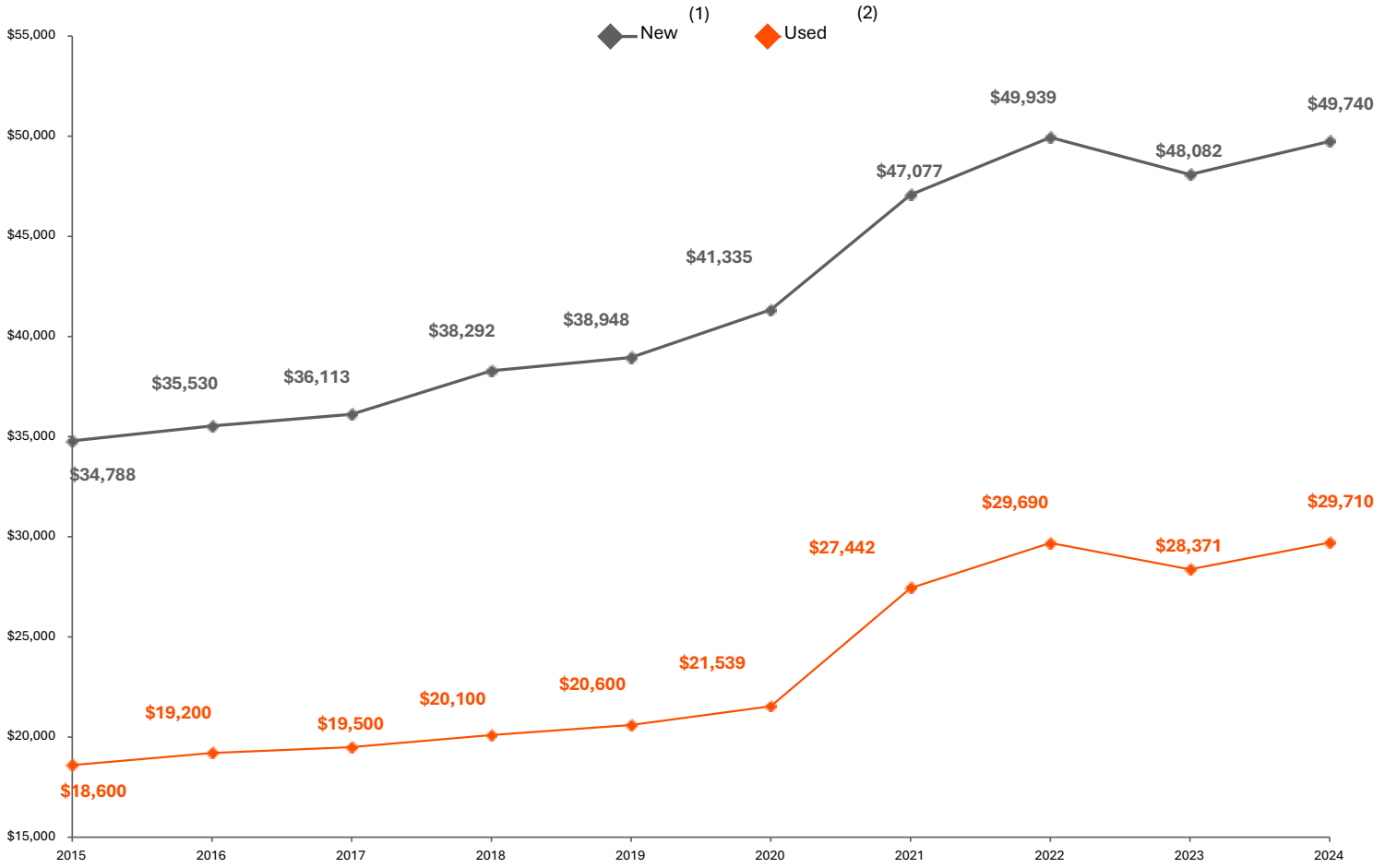
### Limited Models
- Class 1 van extinct
- Few EV options

### Costly Customization
- Inefficient logistics
- Degraded resale

### Macroeconomics
- Inflation
- No federal EV incentives

### Sustainability
- EV premium to ICE
- Charging infrastructure

## U.S. Average Vehicle Transaction Prices




Sources: News articles, Kelley Blue Book, Edmunds, Cox Automotive, and Experian Velocity Portal
Note: (1) Kelley Blue Book average new vehicle transaction prices in December for each respective year; prices exclude applied consumer incentives; (2) Edmunds annual figures presented for 2015 – 2019, Experian Q4 figures presented for 2020 and 2021, and Edmunds Q4 figures presented for 2022 – 2024

Part 1

# Our Solution

# SLATE

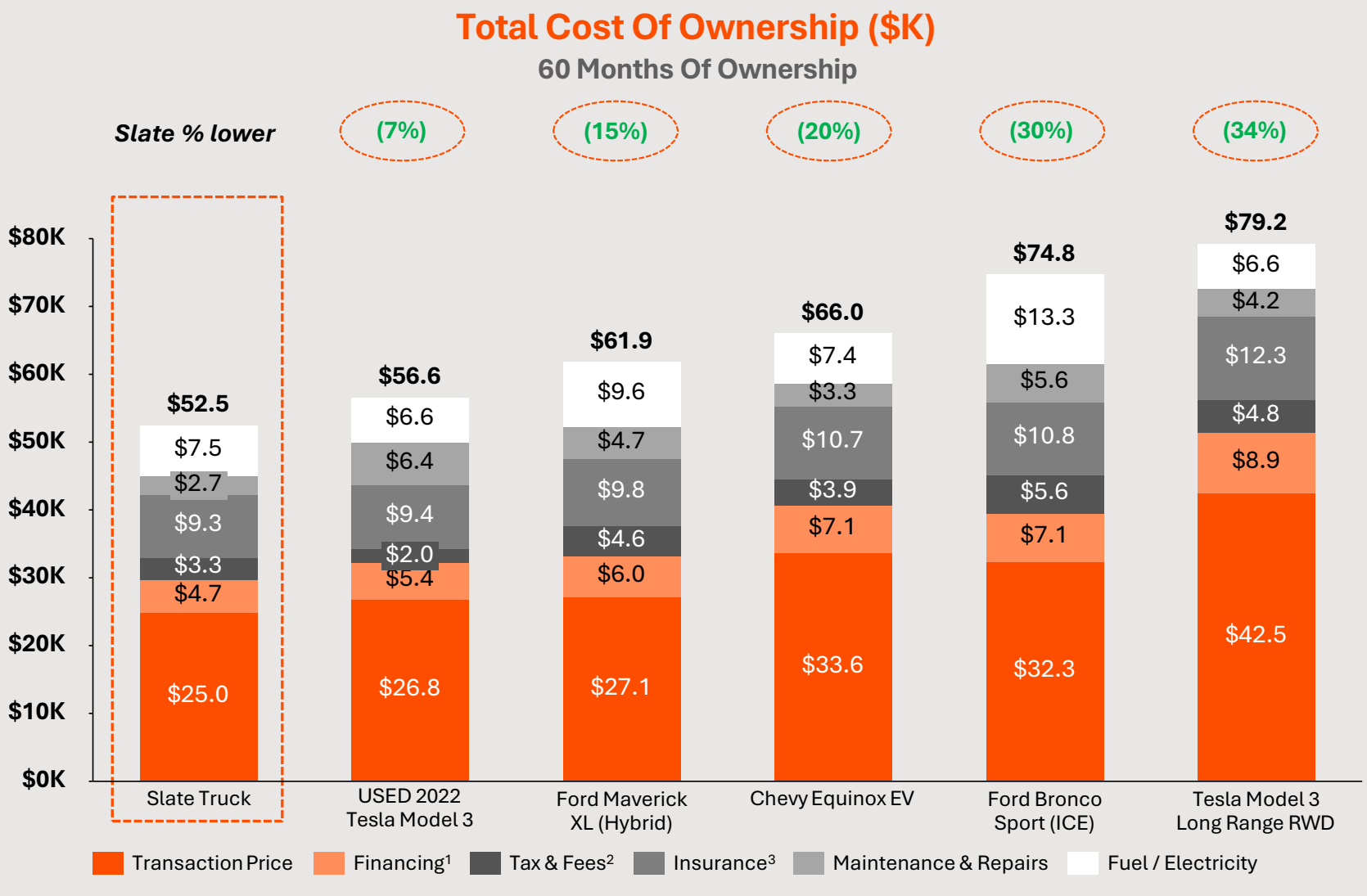
## THE MOST AFFORDABLE TRUCK IN AMERICA*

- Manufactured as a single configuration
- Over 100 Slate Attach Points built into all vehicle enabling customization without modification
- Over 100 accessories at launch including kit to convert Truck into a 5-seat SUV
- First vehicle designed to be affordably and easily wrapped in any design
- Assembled in Indiana
- Sold direct to consumers and fleets
  Turnkey, efficient vehicle upfitting



# SIMPLER DESIGN RESULTING IN LOWER COSTS

- The Slate Truck has less complexity, fewer parts and fluids, and no need for gas or oil changes
- This results in 20%+ lower TCO on average compared to other select entry-level ICE vehicles, hybrids, and EVs
- Slate Truck can have 30 – 40% lower maintenance and repair costs and ~70% lower cost of fuel / electricity compared to select ICE & hybrid vehicles




**OWN A SLATE TRUCK FOR 34% LESS THAN THE COST OF A TESLA MODEL 3**

SLATE™

Sources: Company websites, EIA Fuel and Electricity cost live API, Argonne National Laboratory, Slate Propriety TCO analysis
Note: (1) Financing includes 7% interest rate, 60-month term, $0 down; (2) Includes Tax, Destination Fees, and Processing Fees; (3) Assumes California State rates

# DESIGNED FOR LIMITLESS CUSTOMIZATION

## SKU-of-One[1]



### Benefits to Production

- ✓ Enhanced production throughput driven by simplified manufacturing processes
- ✓ Reduction in parts and tooling required enables capital efficiency
- ✓ Reduces supply chain complexity

### Benefits to Consumer

- ✓ Fleets only pay for the features they want
- ✓ Minimalist foundation designed for customization
- ✓ Endless post-production use cases
- ✓ DTC model provides pricing transparency to customers

## SLATE

**Target Market**

Retail | Fleet

**Vehicle Type**

SUV | Truck

**Accessory Categories**

Interior | Exterior

Utility | Appearance | Tech & Power

## Unbound Potential

### Retail

**SUV**



**Truck**



### Fleet

**SUV**




**Truck**





Note: [1] SKU-of-One does not account for two battery pack options (extended vs. standard range)

# ONE VEHICLE, MANY LIVES



0. Blank Slate from Factory

1. First Owner (e.g. Fleet)




Same VIN



2. Second Owner (e.g. Consumer)

3. Third Owner (e.g. Small business)



**EASILY RETOOLED, MODULAR VEHICLE SUPPORTS SECONDARY MARKET DEMAND**

# NATIONWIDE NETWORK FOR SERVICE ESTABLISHED THROUGH PARTNERSHIPS WITH INDUSTRY-LEADING PARTNERS

REPAIR PAL

- **Warranty**
- **High Voltage**
- **Routine Maintenance**
- **Accessory Upfit**

**~4,000**

*Service Centers(1)*




News Article

**Slate Lays Out Plans for 4,000 Service Providers from Day One**

PUBLISHED OCT 28, 2025 AT 11:30 AM EDT

UPDATED NOV 13, 2025 AT 10:14 AM EST

Slate Lays Out Plans for 4,000 Service Providers from Day One - Newsweek

SLATE™

Note: (1) Represents number of service centers that currently offer service to EVs

# THE SLATE FLEET EXPERIENCE: DIRECT TO CONSUMER, DIGITAL-FIRST APPROACH



- **DIGITAL-FIRST FLEET PURCHASING**
  Frictionless SMB/fleet buying experience enabling direct multi-unit vehicle orders, accessories, and fleet data management in one place

- **END-TO-END ORDER & OPERATIONS MANAGEMENT**
  A digital-first ordering and management process with seamless reordering of vehicles and accessories and a connected, unsegmented flow from purchase to ongoing operations

- **RIGHT-TO-REPAIR CAPABILITY**
  A unique ability for fleets to manage repairs directly with intuitive DIY tools and Slate University support built into the platform

- **PERSONALIZATION FOR FLEETS OF ANY SIZE**
  Tailored purchasing, design, and upfitting flexibility offering a unique direct order flow for small to large sized businesses, from first vehicle to full deployment

Part 2

# Our Progress

# MANAGEMENT AND BOARD CONSIST OF PRAGMATIC AUTOMOTIVE AND AMERICAN INDUSTRY INNOVATORS AND LEADERS

## Management Team



**PETER FARICY**
Chief Executive Officer
Board Member



**CHRIS BARMAN**
President, Vehicles



**RYAN GREEN**
Chief Financial Officer



**JEREMY SNYDER**
Chief Commercial Officer



**TISHA JOHNSON**
Head of Design



**ERIC KEIPPER**
Head of Engineering

## Co-Founders & Co-Chairs



**JEFF WILKE**
Board Member



**MILES ARNONE**
Board Member



**WILL BARKER**
Board Member

## Board of Directors



**ROD COPES**
Independent Board Member



**MARK WALTER**
Board Member



**THOMAS TULL**
Board Member

# SLATE IS TRACKING TOWARDS START OF PRODUCTION IN Q4 2026 WITH PERFORMANCE TO-DATE EXCEEDING INTERNAL EXPECTATIONS







**January 2023** ✓
Program Start

**December 2024**
Begin Beta Build
Signed Lease for Production Facility ✓

**April 2025** ✓
Public Reveal Events

**Q2 2026**
Design Verification Build in Warsaw

**Q4 2026**
Production Verification Build in Warsaw; certifications from DOT, NHTSA, EPA, and CARB

2023 | 2024 | 2025 | 2026 | 2027

**June 2023** ✓
Begin Alpha Build





**Q1 – Q2 2025** ✓
Definitive Agreements with Logistics, Financing, and Service Partners

**Q2 2026**
Preorder opens

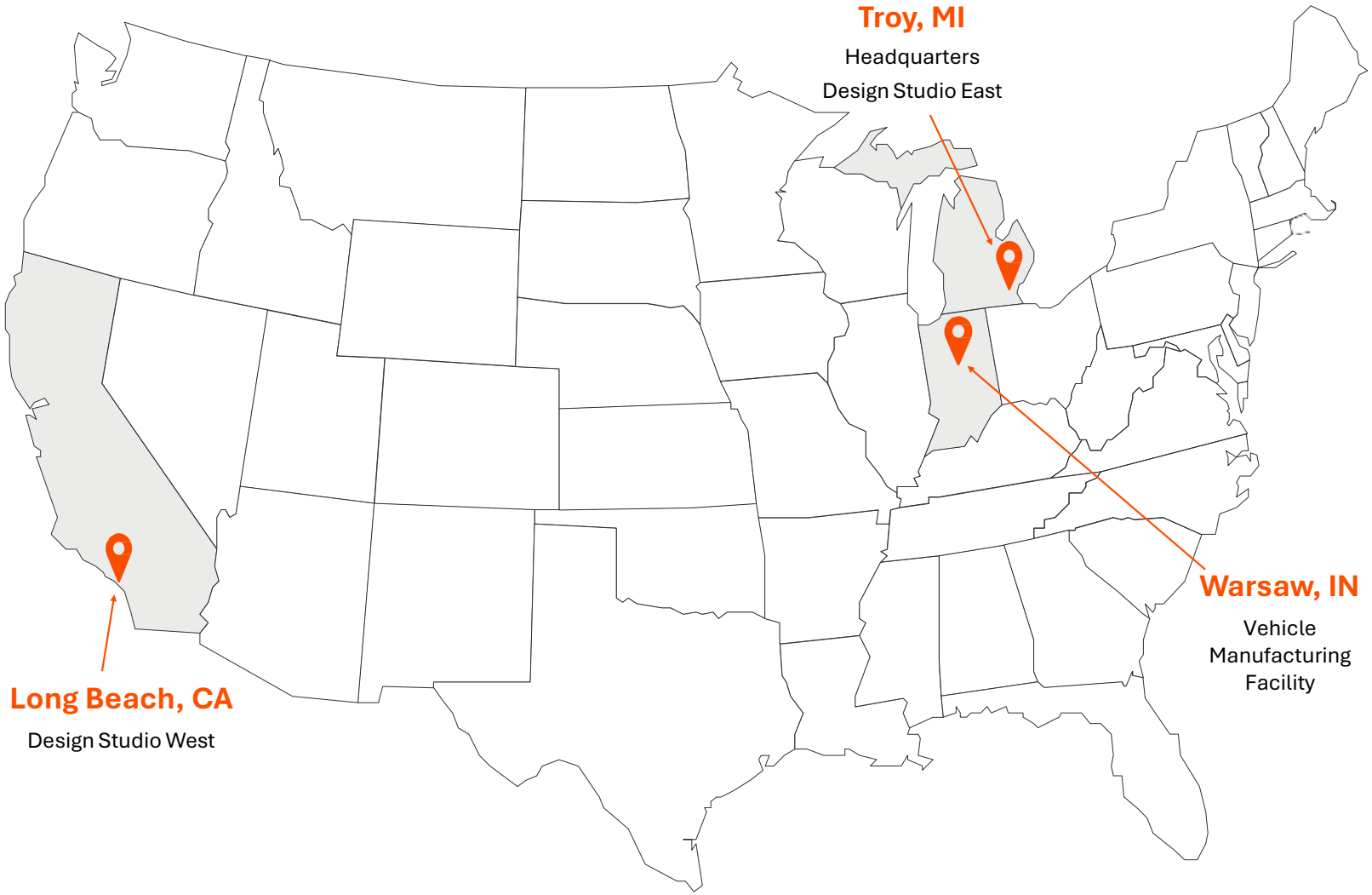
**Q4 2026**
Start of Production & Release for Sale




**EXECUTION ON TRACK WITH INITIAL EXPECTATIONS WHILE MAINTAINING A DISCIPLINED USE OF CAPITAL**

# GROWING COMPANY FOOTPRINT

- Slate is executing on its production plan from existing design and manufacturing facilities
- Presence in automotive hub of Detroit allows access to the best automotive engineering talent in the world
- Beta vehicle production was completed in 2025 in Orion Township, Michigan
- Slate is actively upfitting its production manufacturing facility in Warsaw, Indiana for its design verification build
- Highly-efficient and lean team ready to scale




| ~150K | ~500 | ~1.5M | ONE |
|---|---|---|---|
| *Production Capacity(1)* | *Employees* | *Square Feet(2)* | *Team* |

SLATE™ Note: (1) Expected annual vehicle production capacity for Warsaw, IN manufacturing facility; Production expected to begin in Q4 2026; (2) Represents total company footprint

# REVITALIZING MANUFACTURING IN WARSAW, INDIANA — SLATE'S FIRST FACTORY

## Warsaw, Indiana Facility Overview





- 150K+ annual production capacity at run-rate
- Three-crew scalable production (50K >> 150K)
- Close proximity to key suppliers
- Strategically located on railway for ease of vehicle transportation
- 24 months shovel to Job 1

**Plant Capabilities:**

- Body & eCoat
- General Assembly
- Warehousing
- No Stamping
- No Paint Shop

| Date | Select Milestones |
|---|---|
| Q1 2025 | Site Assessment |
| Q2 2026 | Design Verification Build |
| Q4 2026 | Pre-production Verification Build |
| Q4 2026 | Start of Production |

**6,400+**
*American Jobs Added(1)*

**150K+**
*Production Capacity*

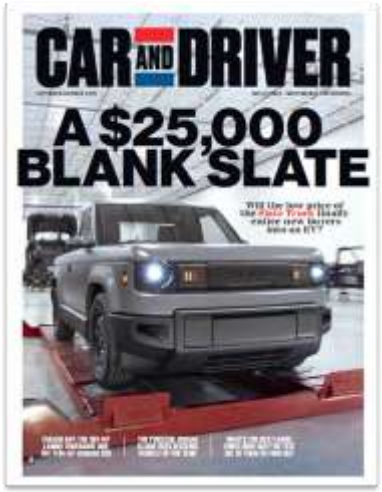
**~1.5M**
*Square Feet*



Note: (1) includes 2,101 direct Slate employees, 3,670 indirect & induced jobs, and 661 construction-related jobs, per third party impact study

Slate Factory Progress [Youtube]

# BUILDING MOMENTUM FOLLOWING A SUCCESSFUL LAUNCH










[Car and Driver: Will The Tiny Slate Truck Become the Next Big Thing? (cover story)]

## Media Coverage

Bloomberg · BUSINESS INSIDER · CAR AND DRIVER · engadget · FORTUNE · INSIDEEVs · Kelley Blue Book · motor1.com · MOTOR TREND · abc NEWS · NEW ATLAS · TechCrunch · WIRED · Newsweek · The Verge · WSJ




Newsweek


How Slate Auto Is Helping One Midwest Town Make Its Industrial Comeback

JAN 21, 2026 AT 05:00 AM EST JAN 22, 2026 AT 11:16 AM EST

By Eileen Falkenberg-Hull

Newsweek is a Trust Project member

[Newsweek: How Slate Auto Is Helping One Midwest Town Make Its Industrial Comeback]

INSIDE EVs

**The Affordable Slate EV Truck Passes 150,000 Orders. Here's What It Won't Do**

[Inside EVs: The Affordable Slate EV Truck Passes 150,000 Orders. Here's What It Won't Do]

# FLEETS CAN PREORDER SLATE TRUCKS NOW

- **Preorders allow fleets to secure allocation before vehicle is available or sale in Q4**
- **Online preorders available at [www.slate.auto/fleet](www.slate.auto/fleet)**
- **Contract preorders available via Slate fleet sales team**


**DREW WALKER**
**Head of Fleet Sales**
**drew.walker@slate.auto**




**Drew Walker | LinkedIn**

Part 3

# Appendix

# SLATE: BY THE NUMBERS

[Slate Auto | Specs]

**RANGE:** 205 miles estimated

**MOTOR:** 135 kW, rear-mounted

**SPECS:**




**CAPACITIES:**

- Max payload: around 1550 lb.
- Towing capacity: around 2000 lb.

**SAFETY:**

Designed to achieve a 5-star USNCAP crash rating and includes features such as:

- Traction Control
- Electronic Stability Control
- Automatic Emergency Braking
- 2-stage Driver/Passenger Airbags
- Full Length Side Curtain Airbags
  - (Truck 2) (SUV 4)
- Seat Side Airbags (2)
- Remote Keyless Entry
- Backup Camera
- Pedestrian Identification
- Auto High Beam
- Forward Collision Warning

**CHARGING:**

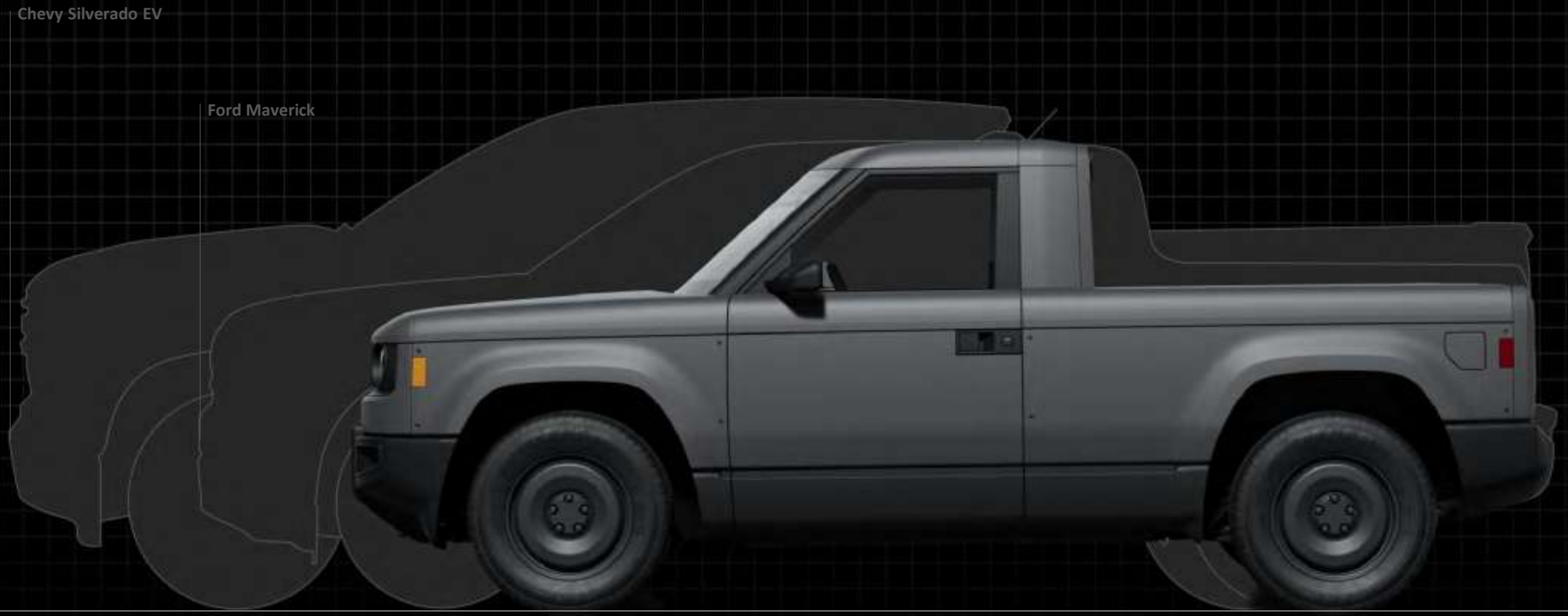
Connector: NACS with DC fast charging

Level 1: AC charger
- 20-80% charge in 20 hours

Level 2: AC charger
- Adds 25-35 miles per hour of charge
- Full charge in 4-8 hours

Level 3: DC fast charger
- 20-80% charge in around 30 minutes

# HOW BIG IS SLATE?



# Fireside Chat: EV Fleet Procurement



**Mike Domin**
Associate Director of
Cooperative Contracts
Sourcewell



**Matt Stephens-Rich**
Director of Programs
Electrification Coalition

Electrification
Coalition

# Panel: Making the Business Case for Fleet Electrification



***Moderator:*** **Joshua Williams**
**Director, Market Development**
**Highland Electric**



**Matthew Austin**
**Director, Business Development**
**Viatec**



**Ken Crowley**
**Superintendent of Fleet Services**
**Village of Oak Park**



**Melissa Williams**
**Director of Programs**
**Township of Schaumburg**

Electrification Coalition

# Panel: Policy Case Studies Driving Fleet Electrification



***Moderator:*** **Josh Cohen**
Vice President, Policy
SWTCH



**Ryan Lisek**
Program Director
Drive Clean Indiana



**Will Marshall**
Program Manager
Electrification Coalition



**Mark Minden**
Efficient Electrification & Product Development Executive
Ameren

Electrification Coalition

# Federal and State Policy Landscape: Electric Vehicles



Electrification Coalition

# Federal Policy



Electrification Coalition

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# Changes to Regulations and Tax Credits

### EPA Vehicle GHG Standards

GHG endangerment finding rescinded, and all light-, medium-, and heavy-duty GHG standards repealed. Final rule published Feb. 2026, effective April 2026. Contesting litigation is underway.

### California Waivers

Congress used the Congressional Review Act in 2025 to revoke waivers behind the ACC II, ACT, and Heavy-Duty Omnibus rules. Contesting litigation is underway. In 2026, ACCI and other rules are currently facing potential CRA action.

### CAFE

Civil penalties set to zero by the One Big Beautiful Bill Act. Final rule published Sept. 2026 for MY 22-31

### Tax Credits

Consumer and commercial tax credits for vehicles (30D, 45W, 25E) ended Sept. 30, 2025, while the charging infrastructure credit (30C) ended for property placed in service after June 30, 2026.

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# NEVI Program

- **The National Electric Vehicle Infrastructure (NEVI) program provided** $5B in federal formula funding from FY22-FY26 for states to build public DC fast chargers along major highways.
- **43 states of the 50 states** have received formal FHWA approval for FY26 state plans.
  - In the Midwest, **Iowa, Nebraska** and **North Dakota** are yet to be approved.
- **5 of 12 Midwest states** are **Fully-Built Out (FBO) certified**. FBO allows states to spend their remaining NEVI funds on both DC fast charging and Level 2 public charging anywhere in the state, not just along highway corridors. FBO also allows future funds to be used for MHD charging infrastructure.
  - Ohio: **Closing gaps along AFCs** in Round 3 (FBO round), allowing any sites along AFCs to apply.
  - Wisconsin: Prioritizing **destination charging** for excess funding.
  - Michigan: **MDEV EVSE** is eligible for excess funding rounds.
  - Illinois: FBO rounds will continue accounting for **MHDEV EVSE.**

FEDERAL

# NEVI Program (Midwest)

- Illinois, Wisconsin, and Michigan **lead in total obligated funds.**
- Illinois, Ohio, and Michigan received the highest **total allotted funding.**
- The Midwest has a total of **~$947M allotted** and **~$282.9M obligated.**




**Figures represent 2026 THUD recissions for state NEVI Programs in Total Allotted Funding amounts**

FEDERAL

# NEVI Program (Midwest)

- **6 of 12 Midwest states** have at least one charging station operational:
  - Wisconsin: **26** operational
  - Ohio: **22** operational, **~12** locations in design
  - Minnesota: **9** operational
  - Michigan: **9** operational
  - Kansas: **2** operational
  - Illinois: **1** operational












# Charging and Fueling Infrastructure Program

| Action | Deadline Date |
|---|---|
| Deadline for Defendant to file and certify a supplement to the AR and, if applicable, provide Plaintiff's with a privilege log. | October 30, 2026 |
| Deadline for Plaintiff's to file motions for partial summary judgment on Administration Procedure Act claims. | December 4, 2026 |
| Deadline for Defendants to file opposition to Plaintiffs' motions and cross-motion for partial summary judgment. | January 8, 2026 |
| Deadline for Plaintiffs to file oppositions to Defendants' cross-motion and replies in support of Plaintiffs motions. | February 8, 2027 |
| Deadline for Defendants to file reply in support of Defendants cross-motion. | March 1, 2027 |

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# Program Implementation

- **Clean Ports Program**: $3 billion grant program to fund zero-emission port equipment and infrastructure, as well as planning activities.
  - **Midwest Awards:** Illinois EPA, Detroit Wayne/County Port Authority, Michigan Department of Environment, Great Lakes, and Energy, Cleveland-Cuyahoga County Port Authority.
- **Clean Heavy-Duty Vehicles Program**: $1 billion grant program to fund Class 6 and 7 zero-emission vehicles.
  - 10 awards across EPA Regions 5 and 7 totaling $75+ million for 245 replacement vehicles.
- **Climate Pollution Reduction Grant (CPRG) Program**: ~$5 billion to develop and implement plans that reduce greenhouse gas and other emissions.
  - Illinois EPA Implementation Grant includes clean transportation and freight funding.

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# Ongoing Funding Opportunities

- **Diesel Emission Reduction Act (DERA)**: $180 million funding opportunity open now; applications due January 22.
- **Clean School Bus Program:** anticipated Q4CY26/Q1CY27.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** rolling basis, depending on state/MPO/etc.
- **Port Infrastructure Development Program**: FY26 awards announced last week; did not include a port electrification award.

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# Future Opportunities

- **Surface Transportation Reauthorization**
  - Infrastructure Investment and Jobs Act expired on September 30. Extension—without Division J (advance appropriations)—enacted until December 11.
  - *At Stake*: NEVI, Charging and Fueling Infrastructure Grant Program, Low-No Program, national EV registration tax.
- **Other Reauthorizations**
  - Diesel Emissions Reduction Act (DERA)
  - EPA Clean School Bus Program

# State Policy



Electrification Coalition

STATE

# Clean or Competitive Fuel Standards

- Set declining carbon-intensity targets for transportation fuels. Electricity providers and other eligible low-carbon fuel providers can generate credits and sell them.
- **Five states have adopted a CFS** rule, including CA, OR, WA, NM, and HI.
- States considering a CFS: MI, IL, PA, NY, MN, MA.
- Example of the policy driving EV adoption
    - The LCFS-funded California Clean Fuel Reward launched a **$1 billion-plus rebate initiative** for new battery-electric commercial trucks, with up to **$120,000 per eligible Class 8 truck**.

# Incentives for EVs and Charging Infrastructure

- Types of Incentives
  - **Rebates**: buyer pays, then applies for a check or bill credit; buyer fronts the cost.
  - **Vouchers**: discount at sale through a dealer or installer, reimbursed by the state. Removes the upfront barrier.
  - **Tax Credits**: claimed against state income or sales tax.
  - **Grant Award**: competitive funding awarded to public and private fleets and charging developers.
- Example of the policy driving EV adoption
  - Illinois EPA's EV Rebate Program
  - New Jersey Zero-Emission Incentive Program (voucher)

# Volkswagen's Environmental Mitigation Trust

- **~ $3 billion** to reduce excess nitrogen oxide pollution from affected diesel vehicles.
- Grants replace older diesel trucks and buses with eligible cleaner vehicles, including EVs; some projects also receive charging  support.
- Funding is **administered state by state**. Some states continue to issue targeted rounds, while other programs have completed their planned phases.
- States must **obligate 80% of funding by October 2, 2027**. States must redistribute funding to qualifying beneficiaries after the deadline.
- Example of the policy driving EV adoption
  - **NC** funded 48 ESBs and 24 E-transit buses.
  - **IL** VW Round 9 is currently open with $18 million to replace older diesel Class 4–8 trucks with all-electric trucks in designated priority areas. Open until funding is depleted.

# Watt Works

## November 5, 2026


## Ryan Lisek, Program Director

## Drive Clean Indiana


CLEAN CITIES COALITION NETWORK



# Our Mission

Clean Cities and Communities advances the nation's environment, energy security, and economic prosperity through collaboration with communities by building partnerships with public and private stakeholders that create equitable deployment of clean transportation solutions for all.

Clean Cities and Communities

# Indiana Green Fleet Program

- Drive Clean Indiana manages the program for the Northwest Indiana Regional Planning Committee (NIRPC) and the Michiana Area Council of Governments (MACOG).

- The goal of the program is to significantly improve the environmental performance of business and government vehicle fleets across each respective MPO's territory through diesel retrofits and other emission reduction strategies.




Clean Cities and Communities

# Volkswagen Settlement

- In 2017, VW was fined $10.033B total.
- States Awarded $2.7 for Diesel Emission Reduction and EV Infrastructure projects.
  - Indiana — $40.9M
  - Illinois — $108M





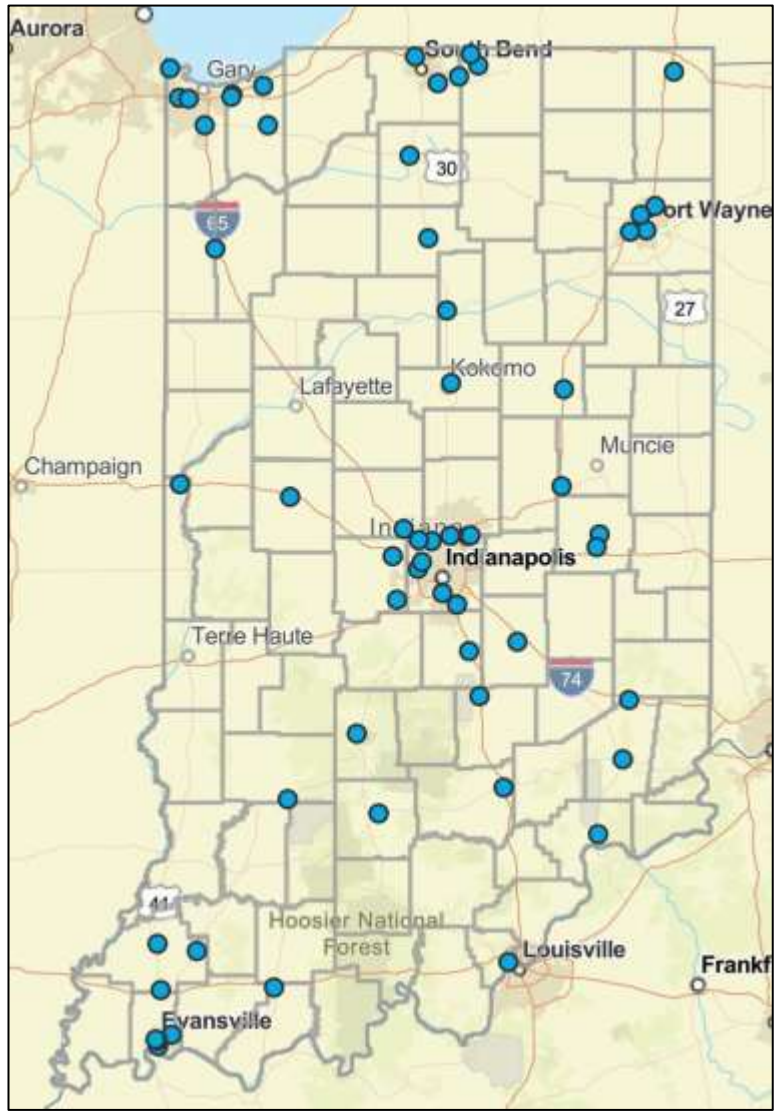



# About GOEVIN

- **Driving Infrastructure:** Developing a conveniently-located, statewide EV charging network.
- **Driving Awareness:** Educating Hoosiers on the economic, environmental, and additional benefits that EVs provide.
- **Driving Availability:** Ensuring Hoosiers have access to EVs that suit a wide range of applications.
- **Driving Adoption:** Providing tools and resources to assist Hoosiers in their transition toward electrified transportation options.

**www.goevin.com**

GO EVIN FAST CHARGING



# GOEVIN: EV Deployments

- Level 2 Projects: 52 Ports at 21 Locations
- DCFC Projects: 176 Ports at 44 locations

$5.7M from VW Settlement

Over $27.1M in economic development






# National DERA

- On-Road Class 4-8 GVWR Diesel Equipment, Off-Road Diesel Equipment.
- 45% off electric replacements
- Currently, 2026 RFP is Open!





# CMAQ (NIRPC)

- Lake and Porter County ZEV Project
  - 2025/2026 Deployments – 52 EV
  - 2027 Planned Deployments - 7 EV
  - 23 Municipalities
  - East Chicago Electric Street Sweeper
  - Portage Electric Mowers












# Clean Heavy-Duty Vehicle - ICSBC

- Indiana Clean School Bus Consortium (IDEM)
- Award: $9.3M, Match: $6.3M
- 4 Schools
- 32 Electric School Buses
- 16 DCFC
- 2026: 27 Electric School Buses
- 2027: 5 Electric School Buses



# Clean Ports Program (IL)

Federal EPA awarded $2.93B at the end of 2024

- $53M across 26 awards for Planning
- $2.8B across 25 awards for Technology Deployments

- IL EPA awarded $2.9M for Planning
- IL EPA was awarded $92.1M Technology Deployments

The IL Clean Ports Program brings together port districts, local communities, and industry partners to modernize operations and reduce emissions, from zero-emission equipment and charging infrastructure to workforce development and community engagement.

Visit illinoiscleanports.org for more information

# QUESTIONS?

## Drive Clean Indiana

DRIVE CLEAN
INDIANA


DriveCleanIndiana.org

219-644-3690

Info@DriveCleanIndiana.org

10115 Ravenwood Drive, Suite B St John, IN 46375

DRIVE CLEAN INDIANA

# UPCOMING EVENTS

**Alt Fuel First Responder Training**
November 13, 2026
8am - 4pm
MAAC Foundation (Valparaiso)

**Crossroads Clean Tech Conference**
November 17-18, 2026
Blue Chip Casino

**DCI Breakfast of Champions**
March 10, 2027
7:30 am – 10 pm
JW Marriot Indianapolis

**NTEA Work Truck Week**
March 9 – 12, 2027
Indianapolis Convention Center

Register at www.DriveCleanIndiana.org




# AMEREN ILLINOIS BENIFICAL ELECTRIFICATION PROGRAMS

November 2026

**Mark Minden**
Efficient Electrification & Product Development Executive
Ameren Illinois

# Three Criteria Make Beneficial Electrification

Advance at least one goal without compromising the others



**Saves Customers Money Long-Term**



**Reduces Environmental Impacts**



**Enables Better Grid Management**

# Beneficial Electrification Plans

- The **Climate and Equitable Jobs Act (CEJA)** directs utilities to submit **Beneficial Electrification (BE)** plans promoting vehicle electrification, reducing transportation pollution, and achieving 1 million EVs in Illinois by 2030.
- The **Community Engagement and Consultation (CEC) Program** was developed as part of BE Plan 1 (2023-2025) and formally launched in April 2024.
- The CEC Program relaunched in April 2026 under BE Plan 2 (2026-2028).

# Community Engagement and Consultation (CEC) Program

- Communities throughout our service territory are taking steps toward a cleaner energy future—including transitioning their transportation infrastructure to electric. To support these efforts, we have launched the Community Engagement and Consultation (CEC) program.

Goal CEC Phase 1

Deliver customized electrification plans for **80 communities** and provide financial assistance to **38 communities** with areas that qualify as equity-investment eligible (EIE) and low-income (LI), and **42 non-EIE/LI communities** by 2025

# CEC Program Phase 1 Results

- The CEC program phase 1 concluded successfully in November 2025, meeting all established goals.
- 80 Transportation Electrification Plans (TEPs) delivered to 38 EIE and/or LI and 42 Non-EIE and/or LI communities.
- $2.225 million delivered to EIE and/or LI communities.



# CEC Program Phase 1 Results

- The **City of Sauget** received **$50,000** and purchased a Ford F-150 Lightning for the Police Department fleet and installed an EV charging station.
- The **City of Marion** received **$50,000** and purchased an ADA accessible electric shuttle van to support operations at various City-owned facilities. The shuttle was used for tours with Site Selectors Guild Advisors during an event hosted by Southern Illinois Now and the Ameren Illinois Economic Development department.







# CEC Program Phase 1 Results

- The **City of Aledo** was awarded **$50,000** through the CEC Program to support the installation of EV supply equipment. **Four level 2 chargers** have been installed in the following locations:
  - One at the City Hall parking lot
  - Two at Central Park Plaza
  - One at the Old Mercer/Carnegie Library parking area



# Community Engagement and Consultation (CEC) Program

- Under BE Plan 2, we will continue developing individualized transportation electrification plans (TEPs) for communities while also supporting the implementation of plans under BE Plan 1. We aim to strengthen the planning and implementation process, track progress, and provide resources so communities can successfully execute their plans.

Goal CEC Phase 2

Deliver customized electrification plans for **EIE and/or LI communities** awarding a funding amount of **$675,000** per year over three years. Funding is based on EIE community population size. Estimating **10-13 plans** per year.

# CEC Program Benefits

**It Starts with a Plan**

The CEC program offers your community the opportunity to experience the following benefits:

- Improve local air quality and health of residents.
- Save on fuel costs and reduce vehicle maintenance expenses.
- Improve community image, attract new residents, and boost local tourism.
- Support workforce and economic development.
- Align with state policies and accelerate sustainable practices for better community resilience and compliance.
- Provides education and access to programs for your residents and businesses.

# What We Offer

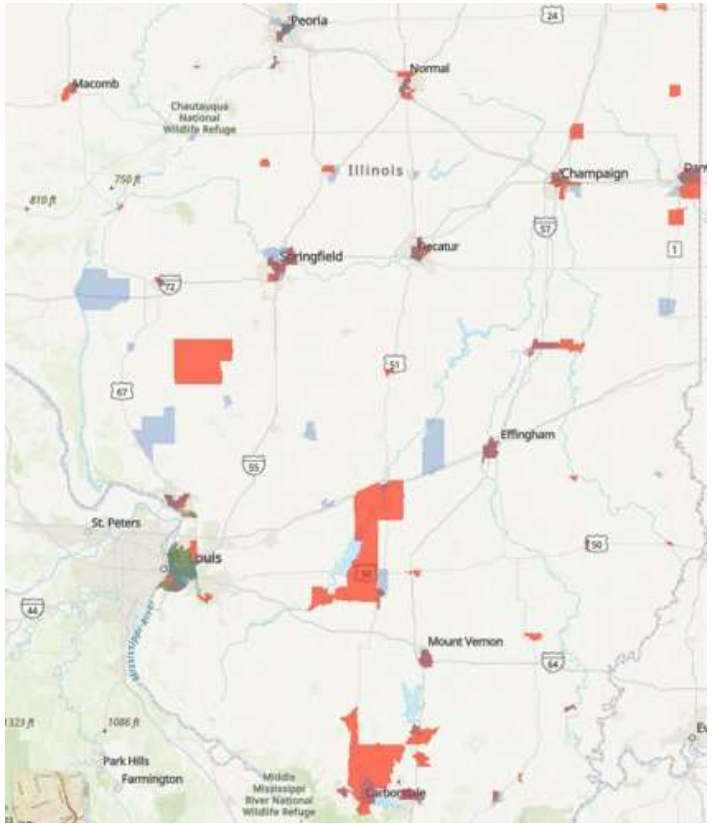
The CEC program is designed to assist communities within our service territory in creating customized TEPs to strategically deploy EVs and EV charging stations.

Through the CEC program, we offer:

- **Development of a detailed and customized electrification plan** specifically designed to meet your community's unique needs and goals.
- **Expert advice and guidance** on best practices for electrification.
- **Financial assistance** for EIE and/or LI communities.
- **Strategies to engage your community and stakeholders** in the electrification process, ensuring widespread support and participation.
- **Resources** from the Electrification Coalition including **AchiEVe Toolkit** and **Electrifying Transportation in Municipalities Toolkit** to support your planning as you develop local infrastructure, seek federal and state funding, and establish programs to bring clean transportation to your area.
- **Implementation support** to help your community move from the planning phase to execution and deployment.

# Equity Investment Eligible and/or Low-Income Communities

- An **Equity Investment Eligible Community and/or Low-Income** refers to communities located within the Ameren Illinois service territory that are prioritized for financial support.
- These include areas identified as:
  - Environmental Justice **(EJ)**
  - Restore, Reinvest, Renew **(R3)**
  - Low-Income **(LI)** communities
- The CEC program focuses on these EIEC areas to ensure that all communities, regardless of their economic status, have the opportunity to participate and benefit.



# Financial Support

**Funding Allocation**

Subject to the limits established in the Beneficial Electrification (BE) plan, funding by community is determined by community size:

a) Up to* **$50,000** for EIEC with less than **10,000** residents
b) Up to* **$75,000** for EIEC with **10,000 to 30,000** residents
c) Up to* **$100,000** for EIEC with more than **30,000** residents

**Up to amount is based on the developed plan*

**Funding is awarded on a first-come, first-serve basis, subject to availability*



# Beneficial Electrification Programs

- ChargeReady Program
- ChargeSmart Program
- Fleet Assessment Program
- Community Engagement and Consultation Program (CEC)
- FlexCharge Program
- Trade Ally and Customer Service Program



# Beneficial Electrification Programs

## Ameren Illinois Fleet Electrification Assessment Program

- Free Total Cost of Ownership (TCO) Fleet Assessment to assess the addition of EVs to your business or municipality.

- Our Assessment Offers:
  - Dedicated expert support and consultation on fleet electrification options
  - Free, custom report on converting your existing fleet to electric
  - Strategic conversion plan
- Your Custom Report Includes:
  - Cost-benefit analysis
  - Detailed information on comparative vehicle costs, charging requirements, fuel and maintenance savings, and emissions impacts
  - Company-specific fleet requirements including vehicle needs, annual mileage, and charging requirements


Ameren
ILLINOIS

UCHICAGO PRESENTATION

# Shrayesh Patel

**Associate Professor of Molecular Engineering, UChicago Pritzker School of Molecular Engineering**

**Director of the Center for Organic Battery Innovation**



Electrification Coalition

PRITZKER SCHOOL OF MOLECULAR ENGINEERING
THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO
CENTER FOR ORGANIC BATTERY INNOVATION

# Next-Generation Batteries – Beyond Critical Metals


**Shrayesh N. Patel – Associate Professor of Molecular Engineering**

Director – Center for Organic Battery Innovation

Deputy Director – Energy Technologies Initiative


Electrification Coalition WattWorks: EV Leadership Bootcamp

November 5, 2026 | Hyde Park Labs, Chicago

THE UNIVERSITY OF CHICAGO
INSTITUTE FOR CLIMATE & SUSTAINABLE GROWTH

THE UNIVERSITY OF CHICAGO
ENERGY TRANSITION NETWORK

THE UNIVERSITY OF CHICAGO
ENERGY TECHNOLOGIES INITIATIVE

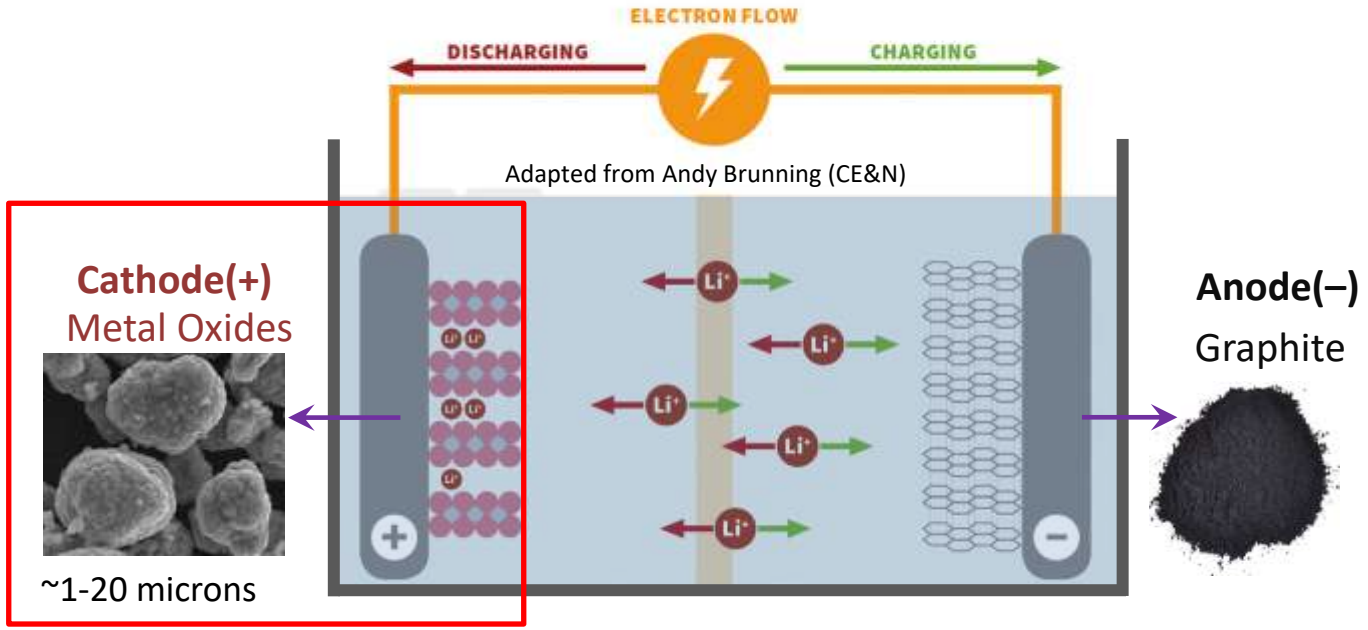
# Li-ion Batteries Enabled the Energy Storage Transition ..

Li-ion Batteries






Portable Electronics | Electric Vehicles | Grid







**70%+**

Of the world's cobalt is mined in one country (DRC)

**80%+**

Battery material processing concentrated in one country

- Depends on mined critical metals
- Limited availability – future supply in risk

# Battery Growth Is Driving Critical-Mineral Demand

**>1.5 TWh**

global battery demand in 2025, up >35% in one year

**~25%/yr**

lithium demand growth over the past two years

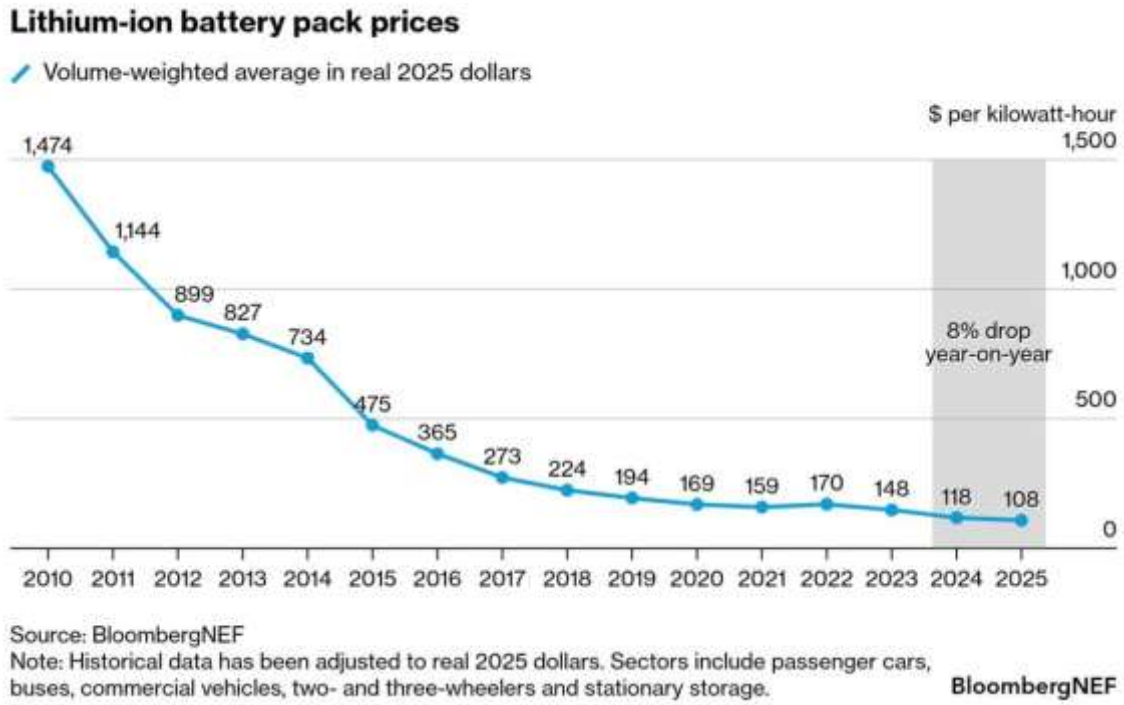
**>3x**

lithium demand by 2040 (IEA, Stated Policies)

**>25%**

projected 2035 cobalt supply gap after DRC export quotas

## Cheap cells unlocked the demand: pack price, $/kWh




Sources: IEA Global Critical Minerals Outlook 2026; BloombergNEF (price chart, real 2025 dollars).

# New Chemistries Can Limit the Dependence on Critical Metals

## Commercial and near-commercial: already cutting metal use

| Chemistry | What it avoids | Where it stands (2026) | Best fit |
|---|---|---|---|
| **LFP** | Cobalt, nickel | Mainstream in EVs and storage; US LFP cell plants starting up | Mainstream EVs, fleets, storage |
| **Li metal / solid-state** | Graphite anode; still uses lithium, but less material per kWh | Early production expected ~2027–2028 | Long-range, weight-sensitive |
| **Sodium-ion** | Lithium, cobalt, nickel | First mass-produced car launched Feb 2026; up to 175 Wh/kg | Urban and short-range, cold climates, storage |

## Early-stage research: going beyond critical metals (where COBI works)

| Chemistry | What it avoids | Where it stands (2026) | Best fit |
|---|---|---|---|
| **Organic redox-active materials** | All critical metals in the cathode | Early research; COBI focus | Grid, data centers, long duration |
| **e.g., SPAN (polymer + sulfur)** | Cobalt, nickel, manganese | COBI Year 1 cathode: ~830 mAh/g | High energy, lightweight |

Next: how COBI is building metal-free cathodes. Sources: IEA Global EV Outlook 2026; IEA sodium-ion commentary (Feb 2026); COBI data.

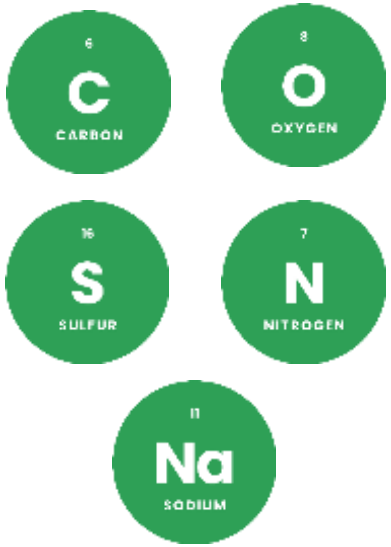
# Replacing Critical Metals with Earth-Abundant Organic Batteries

*Support from Institute for Climate and Sustainable Growth (ICSG) via the Venture Fund: (3-year Support)*

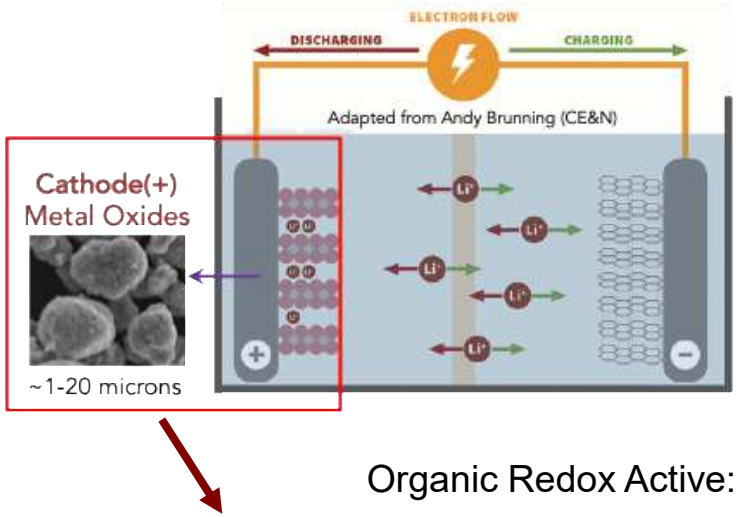
## COBI's Vision: Organic Batteries to Power the Energy Transition

"A new class of safe, scalable, and sustainable batteries—*free of critical minerals*—powered by organic materials based on earth abundant elements."

### Earth Abundant Elements

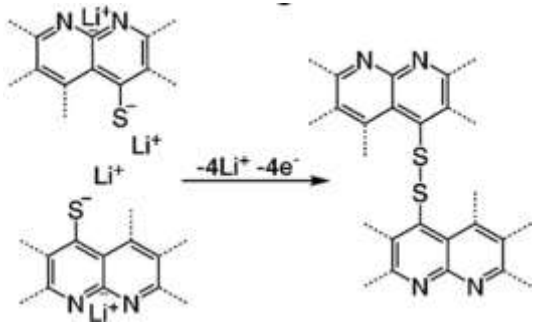



- Secure, scalable supply
- Tunable chemistry






Organic Redox Active:




### Long Duration Energy Storage




Electric Grid



Data Centers

### Power Wearable Devices

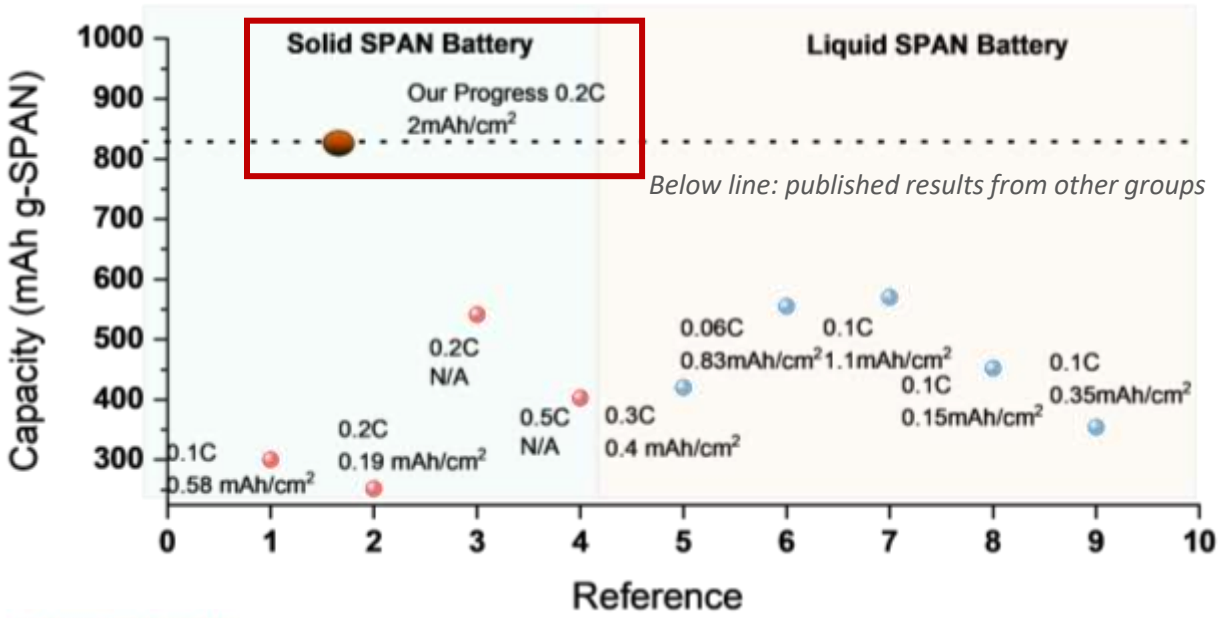


YEAR 1 PROGRESS — MAIN ADVANCE

# From Materials to a Working Battery Cell, Built on Organic Polymer Framework and Sulfur

- Year 1 milestone **completed ahead of schedule**: initial material classes and design principles for organic electrodes are defined.
- The team converged on **sulfurized polyacrylonitrile (SPAN)**, a cathode made largely from abundant, low-cost polymer and sulfur.

**IN PROGRESS** Our cathode delivers **~830 mAh/g at 0.2C and 2 mAh/cm²**, above every reported cell below (250–570 mAh/g, ≤1.1 mAh/cm²).




## Sulfurized Polyacrylonitrile (SPAN) Cathode

**PAN** (cheap, everyday polymer) + **Sulfur** (abundant, low-cost) → **SPAN** — a high-capacity, low-cost battery cathode




**SPAN**

- Pathway to first-generation organic batteries for the COBI milestone (>100 Wh/kg energy density)
- Building complete cells shows how the material performs in a real battery and what to improve next

 Meng

 Patel

 Gagliardi

 Assary

# Barriers to Deployment and the Partners Needed

## Barriers

**Scale-up:** lab cells to pilot lines to factories

**Real-world proof:** fleet duty cycles, cold weather, fast charging, cycle life

**Cost:** must compete with fast-improving LFP

**Materials supply:** precursors and polymers for new chemistries mostly built abroad

**Standards and finance:** certification, insurance, and first-of-a-kind risk

## Partners we need

**Cell and materials makers:** pilot manufacturing, dry-room capacity

**Fleet operators and OEMs:** pilots, duty-cycle data, early orders

**Utilities and grid operators:** long-duration storage demonstrations

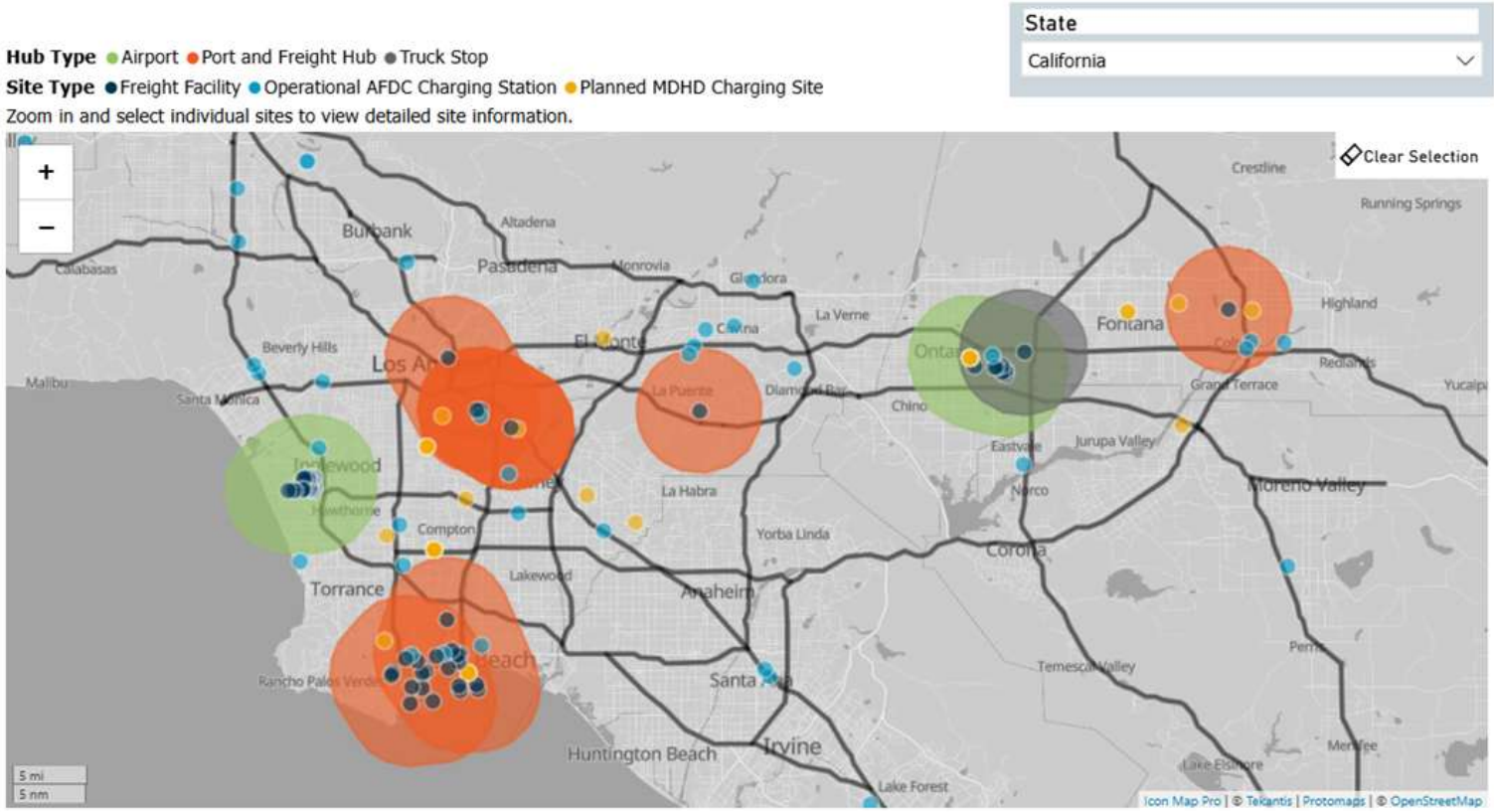
**State agencies and investors:** procurement signals, demo funding, Midwest siting

**National labs and standards bodies:** testing, safety, validation

**Contact: shrayesh@uchicago.edu | organicbattery.climate.uchicago.edu**

# Electric Freight Dashboard: MHD EV Charging Network

- National **dashboard** tracks MHD EV deployments, charging infrastructure, and public/utility funding.
- Freight network maps the National Zero-Emission Freight Corridor Strategy-identified corridors and hubs and tracks charging deployment.




*Screenshot of Southern California on the Electric Freight Dashboard*

# Procurement Guidance and Resources

- **Municipal Electrification Policy Playbook** – commonsense solutions across charging, freight, fleet, and consumer topics.
- **EC Procurement Hub** – Guidance on navigating bid specs, cooperative bid procurement, and financing options.
- **DriveEVFleets.org** – Procurement platform for cooperative bid procurements across vehicles, EVSE, and fleet services.













# Fleet Electrification Survey

- Where are fleets in the EV journey? Often hard to capture, especially for biggest barriers, most needed tools and resources
- Anonymous responses, published in a public-facing dashboard
- Shapes EC (and partner) priorities: which tools to build, how to deliver them, and how to design programs for 2027 and beyond
- Just 7 minutes, focused on the most pertinent questions
- https://forms.cloud.microsoft/r/XG8vunepgY