Case 18-E-0138 – Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure.

NYSERDA PETITION FOR MODIFICATION OF CLEAN TRANSPORTATION PRIZE PROGRAM

In its July 16, 2020 Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs ("Make Ready Order") issued in Case 18-E-0138, the Public Service Commission ("Commission") directed the New York State Research and Development Authority ("NYSERDA") to establish what is now known as the Clean Transportation Prize Program ("Program"). NYSERDA's *Clean Transportation Prize Program Implementation Plan*[1] (Program Implementation Plan), last amended and filed on April 14, 2021, prior to the awarding of the ten Grand Prizes, anticipated that three years would be sufficient for Grand Prize project implementation and stated that all budget allocations would be used through 2025.

However, the Grand Prize projects have all experienced substantial delays in implementation and require additional time beyond 2025 to complete. Throughout the last three years since contracts were first executed with the Prize awardees, NYSERDA has actively worked with the project teams to address challenges and change course when necessary. NYSERDA works with each of the project teams to review their plans for executing the remainder of their scopes, keeps an up-to-date list of potential risks to project completion, and modifies contracts as necessary to ensure that they are achievable, with specific stage-gates written into each contract designed to minimize risk, thus minimizing the likelihood of any further delays. Projects of this size and complexity, even with the active project management and controls described above, are subject to externalities that cannot be completely foreseen or controlled. With this, NYSERDA hereby petitions the Commission to modify the Program consistent with the terms of this submission to ensure the Program's ability to expend funds through completion of these projects.

The common reasons these 10 Grand Prize projects require additional time include:

1. High-dollar and complex subcontracts, Host Site Agreements, and other agreement types took longer to execute than predicted. This was true both for larger institutions that required multiple levels of executive and legal approvals, as well as for small, community-based organizations that had never undertaken such a large-scale project before.
2. Projects in communities that have been subject to historical underinvestment in human and physical infrastructure can have additional challenges and delays, including but not limited to

[1] Revised Clean Transportation Prize Implementation Plan, filed April 14, 2021, https://documents.dps.ny.gov/public/Common/ViewDoc.aspx?DocRefId={FA251102-6D95-4A38-AF18-9B85DA315A85}

delays due to brownfield remediation, overburdened community-based organization partners, and a lack of existing charging infrastructure.

3. Changes in subcontractors delayed several projects, requiring awardees to identify replacements through (sometimes lengthy) competitive procurement processes. Reasons that subcontractors changed were largely due to shifts in subcontractor leadership or business models.
4. Permitting and utility interconnection approvals for charging infrastructure often took longer than expected and were outside awardees' control. Delays were particularly lengthy and costly for projects that had sites where additional electrical capacity and grid upgrades were needed.
5. Supply shortages led to unforeseen delays in equipment procurement. While delayed equipment has largely since been received, this has shifted project timelines to later dates than originally anticipated.
6. The delays in project implementation coincided with clean transportation market developments such as technology supplier businesses entering and exiting the market, product price changes and enabling services, such as insurance products, undergoing significant unanticipated changes, and new programs and policies enacted after project execution, all of which have resulted in changes to project implementation, scopes, budgets, and delays to project schedules.

The proposed Program modifications include: a request for a two-year extension for nine (9) of the projects, led by CALSTART, Circuit, Dollaride, Innoenergy, Krueger, Local Initiatives Support Corp. – NY (LISC – NY), New York City School Bus Umbrella Services (NYCSBUS), Revel, and Tompkins Consolidated Area Transit (TCAT); a five-year extension for the project led by Volvo; additional reporting requirements; and, expanded go/no go controls to allow for action if projects stall in their implementation, for the reasons set forth below.

BACKGROUND

In its Make Ready Order, the Commission directed NYSERDA to establish what is now known as the Clean Transportation Prize Program, consisting of three prize competitions, as a method of making progress on important aspects of vehicle electrification in New York. The three prize competitions ("prizes") each focused on a specific aspect of electrification and mobility, identified as: novel approaches to vehicle electrification to deliver benefits in disadvantaged communities (DACs); novel approaches to expanding access to electrified modes to deliver needed personal mobility solutions to DACs; and novel approaches that can expand vehicle electrification for medium- and heavy-duty vehicles. The Make Ready Order authorized $85 million in funding for the operation and awarding of grants through these three prizes.[2]

At its inception, the Program aimed for an accelerated approach to project development. The original vision was that a 6-month planning process for project finalists would uncover and address barriers and would help expedite program implementation. Seventeen (17) competitively selected 6-month planning grants were implemented from February through June 2022, of which ten (10) Grand Prize winners were competitively selected, with their contracts executed by November 2022. The 10 Grand Prizes were expected to each run for three years. Details of the Program scope, timelines, and costs are detailed further in the Program Implementation Plan.

[2] The Commission authorized $40 million for the Environmental Justice Community Clean Vehicles Transformation Prize, $25 million for the Clean Personal Mobility Prize, and $20 million for the Clean Medium- and Heavy-Duty Vehicle Innovation Prize.

PRIZE STATUS AND UPDATE

These 10 Grand Prize projects are complex projects that take place in DACs across New York State. While the 6-month planning phase helped uncover some barriers and resulted in shifts to more achievable project scopes, additional factors, many outside the awardees' control, resulted in all projects taking longer to complete than expected.

The Grand Prizes have resulted in valuable learnings to date that have already been reapplied to the Clean Mobility Program that NYSERDA launched in 2024:

1. The project teams reported significant value in opportunities to convene, develop synergies and collaboratively problem-solve shared challenges.
2. Strong community partnerships, cultural competency, and ability to listen to local audiences was key to building authentic relationships with communities, and ultimately was key to the success of projects. Several projects developed local advisory committees or developed community benefit agreements, helping to ensure that their projects continued to respond to the needs of their communities. An example of a project improvement resulting from community feedback includes the expansion of a microtransit service coverage area to include key daily shopping destinations, resulting in a large increase in service utilization.
3. Project teams that hired a dedicated Prize project manager generally experienced the smoothest delivery of their contract, the promptest payments to subcontractors, better communication among project partners and NYSERDA, and a more cohesive project team.
4. Project teams found it helpful to pilot a new service at a smaller scale before full launch. This gave the project time to work out any bugs or operational inefficiencies and make adjustments to better tailor their service to the needs of their community.
5. The creation and promotion of a strong identity/brand for projects made their service offerings easily and clearly identifiable.
6. Project teams that sought to train a community-based organization to launch and operate a new mobility service saw mixed success. A successful example of this was the East Side Bike Club (ESBC) launch of its e-bike library in LISC's East Buffalo-based project. ESBC's success was due to a combination of its bandwidth, their background with bikes, and high-quality training by another project partner, Shared Mobility Inc.
7. Capacity building for community partners can be critical. Lower-income and disadvantaged communities are deeply invested in the projects, but many local partners entered with limited experience. Embedding training, technical assistance, and peer-to-peer learning opportunities from day one would have accelerated community empowerment and advanced project implementation.
8. Projects that had a community engagement lead from within the community allowed for genuine community connection and needs assessment.
9. In several cases, community-based organizations were consumed with their core responsibilities outside of the Prize program, which resulted in limited ability for them to contribute significant time to the Prize, despite funds being available to compensate for their time. Project teams pivoted in a variety of ways, from working with the community partner within their capacity, or bringing on new community partners that had greater bandwidth.

10. Project teams that focused on deploying fewer elements rather than multiple services, had prior experience operating a service, and/or expanded existing services rather than launched a new service, were often the most efficient.
11. Projects that aimed to provide first-and-last-mile connections to public transit were successful in their endeavors: both e-bikeshare and microtransit projects saw that public transit stops were top destinations for users.
12. Several projects that originally intended to launch new transportation services while also installing new charging infrastructure ultimately discovered it was faster and more effective to utilize existing charging infrastructure, where possible, to expedite the launch of new services. In some cases, projects used existing charging as an interim solution while they continued to install new dedicated chargers, and in other cases, projects were able to utilize existing charging infrastructure permanently.
13. Projects that required stringent eligibility verification saw low utilization rates that were mitigated by implementing a simpler, self-identification protocol.
14. E-bikeshares supported under this program ultimately all opted to park, but not charge, at dedicated bike racks. E-bike batteries are taken to a central location to charge and are rebalanced to the broader system.
15. All shared mobility services (e.g., bikeshare, carshare, microtransit) launched under this program, like virtually all public transit and similar services nationally, require ongoing subsidy to operate. The project teams are working to identify long-term funding sources after Prize contracts end, including municipal support, advertising revenue and other state and federal funding sources. NYSERDA is supporting research into sustainable funding options, including innovative public-private partnership models.

These learnings will be synthesized and shared in public facing materials, which will be filed in DMM, to help future projects. NYSERDA has already considered these findings when developing new programs, resulting in more efficient and meaningful delivery of services focused on serving DACs, supporting New York State's Climate Act requirement that 35%, with a goal of 40% of benefits be directed to DACs. In the case of the Program, nearly 100% of the benefits are directed to DACs.

PROJECT UPDATES

The 10 Grand Prize projects are:

1. CALSTART's *Freight Electrification as a Service "FEaST" p*rovides electric truck and charging training, plus job placement.
2. Circuit's *Promoting Sustainable Transportation: Electric Micro-Shuttle Services in Long Island* deploys an electric microshuttle service with W-2 local drivers, for on-demand trips to bridge first/last mile gaps. (NOTE: This project is funded by Long Island Power Authority (LIPA))
3. Dollaride's *Clean Transit Access Program* Provides affordable electric shuttles to shuttle van operators operating in DACs
4. Innoenergy's *Project MOVER* deploys e-bikesharing, e-bike library and e-bike pathway to ownership programs in the Village of Ossining and 5 "incubator" communities, plus street markings on "bike boulevards."

5. Krueger Transit's *Accelerating New York Fuel Cell Bus & Hydrogen Infrastructure Deployments* builds a hydrogen fueling station at MTA's Gun Hill depot and purchases 2 fuel cell electric buses for MTA's use. (NOTE: This project is funded by Clean Energy Fund (CEF))
6. Local Initiatives Support Corp.- New York (LISC-NY)'s *Centering People, Place and Policy for Buffalo's Clean Mobility Future* includes EV carsharing, e-bikesharing, e-bike library, bike trail expansion, bike/ped infrastructure improvements and multiple workforce development programs.
7. New York City School Bus Umbrella Services (NYCSBUS)'s *Electrifying School Buses in the Bronx and Beyond "ESB3*" Deploys 30 EV school buses and vehicle-to-building and vehicle-to-grid enabled charging at NYCSBUS depots, assists other school districts electrify their fleets via consultations and a resources repository.
8. Revel's *Red Hook Recharge Zone* builds a public fast charger hub paired with battery storage, with a micromobility element, and community center-based workforce training.
9. Tompkins Consolidated Area Transit (TCAT)'s *Ithaca Electric Transportation Access Project* develops a multi-modal transit-oriented partnership with on-demand e-shuttle, e-bikesharing, infrastructure safety improvements, and more.
10. Volvo's *Bronx is Breathing* builds a multi-use hub with fleet EV charging, public EV charging, leverages a cooperative model for truck deployment, and models various types of medium-and-heavy-duty EV trucks including ones with electric transport refrigeration units, dry boxes and an electric refuse truck.

The below table summarizes each project's accomplishments to date, when NYSERDA expects each project will be completed, whether there has been any change in award to date, why more time is needed and the value an extension will provide. Please note, some projects listed below continue to face challenges and additional reductions and/or termination may occur.

Project Awardee	Expected Completion Date	Changes to Date in Award	Accomplishments to Date	Reason for and Value of Extension
CALSTART	7/2027	Rescoping has reduced the funding needs of this project	Completed Fleet Focus Groups. Developed and deployed EV driver and mechanic curricula (ongoing), with 75 individuals trained to date. EVSE workforce development is the primary element remaining.	After original partners (Anheuser Busch and NFI/Kohl's) exited the project due to the inability to reach mutually agreeable terms the project team was unable to identify replacement fleets to participate in their "electrification-as-a-service" pilot. Changes to subcontractors also delayed the project. A contract extension will allow for the successful training components to continue for DAC residents.

Circuit	9/2027	None	Fully launched EV microtransit service with 21 EVs and 9 dual port charging stations. To date, 83K trips have been taken, with 290K total miles traveled.	While this project is fully deployed with all vehicles in service, there are three additional charging station installations planned over the course of the remainder of the contract. The Brentwood service launched about a year later than expected; additional time will ensure the continuity of the service for DAC residents and help increase chances of project sustainability beyond award.
Dollaride	5/2027	None	Piloted a three-van trial and installed 3 chargers. Secured private financing to complement our funding. Executed a Letter of Intent (LOI) with first fleet for 10 EVs and charging-as-a-service; multiple LOIs are in their pipeline.	Pivot in scope to focusing on serving shuttle and non-emergency medical transit fleets took significant time (into early 2025.) While various fleet partners have been identified, an extension is needed to execute agreements with fleet partners and launch services now that the rescoped project is moving forward. An extension will allow the project to provide these fleets in DACs with EVs, paired with charging, and incorporate these EVs into their operations, providing zero-emission rides for their customers.
Innoenergy	6/2026	None	E-bikeshare - fully launched, with 5K miles traveled and 4K trips taken. E-bike pathway to ownership- pilot fully subscribed, currently being expanded. E-bike library- to launch this fall. Bike boulevards- expected this fall, in coordination with towns. 146 e-bikes are on the road as a result of this project to date.	Service launches occurred slightly later than anticipated; additional time will allow for: (1) sufficient data collection and analysis of learnings, (2) continuity of the services, and (3) help increase the chances of project sustainability beyond award.

Krueger	2/2027	Decreased by $422,965 due to shift from liquid to gaseous hydrogen	Completed design, permitting and ordered the fuel cell electric buses (FCEBs). Construction began September 2025, with buses expected to be in service beginning 2026.	Construction and delivery timelines were delayed due to longer than anticipated contract negotiations and additional MTA requests. Construction started the week of September 15 and is now on track for completion, with services to begin in 2026. Extending the project will allow for data capture and provide MTA with sufficient operational data and experience of the hydrogen buses and fueling station in order to consider expansion of its hydrogen fleet.
LISC	5/2027	None	All project elements except for EV carshare (recently rescoped) and East Side Trails (pending city permits) are complete or will be by the end of 2025. Reddy Bikeshare's expansion has yielded 3K trips, covering 10K miles, with 25 e-bikes added to the prioritized area to date. The project team has held 92 project-specific events to date.	Subcontractor shifts, supplier delays for e-bikeshare bikes, permit delays for bike path extension and intersection improvements all served to extend the project timeline. More time is needed to complete all project elements and allow for identification of long-term funding partners.
NYCSBUS	9/2027	None	Designed and obtaining utility permissions for V2B and V2G at two NYCSBUS depots. Nearly completed fleet electrification plans for all NYCSBUS depots. Providing ongoing electrification support to two upstate school districts. Providing ongoing education and outreach to school districts, with promotional materials being distributed.	Some project elements are being rescoped, and the negotiations from this have taken significant time. However, the project team has recently brought on more management support which will expedite the rescope. Extending the timeline is necessary for installation of charging components and data collection and analysis. An extension also allows for more significant electrification education, support and outreach to school districts, helping the state achieve its school bus electrification commitments.

Revel	7/2027	Rescoping has reduced the funding needs of this project	Nearly completed 90% design for charging hub.	Changes to Revel's business model led to needing to rescope the project, identifying new partners to achieve the project's original intent/goals. Additional time is needed to enable site construction, service launch, workforce development activities with DAC trainees, and post implementation data collection.
TCAT	12/2027	None	Bikeshare is fully expanded with 161 e-bikes, 126K trips taken and 214K miles traveled to date. Transportation demand management (TDM) association has been created, expanding prior TDM services that existed in Ithaca, allowing more individuals to take advantage of TDM benefits. Transportation subsidies for low-income residents are being distributed. On-demand plan is approved and ready for execution, with an expected October 2025 launch.	Staff changes, subcontractor changes (one of which led TCAT to take on a new on-demand service that was originally going to be deployed by a subcontractor), delays for municipal public charging installations which were intended to be used for the carshare expansion. An extension will enable sufficient data collection and learnings from the various project elements and will provide the project with time to identify sustainable funding sources post-award.

Volvo	12/2030	None	Developed workforce development training for ridehail drivers to become EV truck drivers. Delivered electric refuse truck to Royal Waste. Coordinating with Con Ed on installing chargers at Fulton Fish Market. Launching subcontract with new charging hub developer, MN8.	Subcontractor changes are the primary reason for the shift: Shell, the initial charging hub subcontractor withdrew from project due to changes in its global business model, which required NYC Economic Development Corporation (NYCEDC) to competitively solicit for a replacement provider. This extended timeline for the public charging hub led the project team to develop an additional charging solution prior to the development of the hub, leading to the relationship with Fulton Fish Market to install chargers and expand its cooperative services to include consolidated freight delivery. An extension of this award will allow this first-of-a-kind model to successfully launch and operate, collecting valuable learnings for: (1) the DACs facing high emissions and pollutants due to freight traffic, (2) fleets considering newer medium-and-heavy-duty EV truck configurations, and (3) workforce training in the EV industry.

As expected from projects as complex as these, unique challenges arose in each project and took significant time to resolve, which is one of the reasons the projects were delayed and require no-cost extensions. In order to mitigate further delays, NYSERDA has been working with project teams on trimming project elements that are not working, resulting in reduced ratepayer collections. Trimming unsuccessful elements is a lesson learned for the Program. An approved extension by the Commission will allow all projects, with the exception of the public, freight-focused charging hub component of Volvo's *Bronx is Breathing* award, to conclude in 2027.

The freight-focused charging hub in *The Bronx is Breathing*'s award ("the charging hub"), which is located on remediated public brownfield land, is inherently complex to design and execute, as is typical for developments of this nature. Despite the challenges, a newly-selected developer has demonstrated strong engagement with the local community, serving as a committed partner and embedding community benefit and workforce development initiatives directly into their project bid. The effort is also leveraging a mix of public support—including the Program and federal funding through the Charging and Fueling Infrastructure (CFI) Grant Program —alongside private capital. Once completed, the project is poised to deliver significant long-term benefits for the community and contribute meaningfully to local economic prosperity.

To ensure accountability and reduce risk, the public charging hub developer will be subject to multiple layers of oversight and control throughout the project. Disbursements will be structured in tranches, tied to clearly defined go/no go decision points and task-level budget ceilings, ensuring funds are released only as milestones are achieved and that if the project experiences further delays, there is opportunity to take action. In addition, development agreements with NYCEDC will govern land use, establishing binding requirements that safeguard community interests and compliance with City priorities. These measures, along with ongoing monitoring, are designed to manage risk effectively while supporting the successful delivery of this complex project.

The charging hub project timeline for the *Bronx is Breathing* project involves the following key milestones and dates:

Key Milestone	Description	Date
NEPA Approval	Environmental approval from the National Environmental Protection Agency.	Q4 2026
Final Utility Design	Final utility design approved by Con Edison.	Q1 2027
PDC Approval	Approval of site & building from NYC Public Design Commission (PDC).	Q2 2027
DOB Permit Issuance	Building and electrical permits obtained from the NYC Department of Buildings (DOB).	Q4 2027
Construction Start	Begin construction activities on site.	Q4 2027
Energization	Energization of chargers from the utility.	Q3 2028
Site Opening	Opening of the site to the public.	Q4 2028
Data Collection	Analyze Project data collection for the Charging Hub utilization after site opening	Q4 2029
Final Report	Write and publish the Final Report	Q1 2030

Based on the foregoing, NYSERDA requests the Commission approve an extension of the project led by Volvo until 2030.

FINANCIAL CONSIDERATIONS

The Program is underspent to date, having only spent $21 million of the $85 million authorized budget. An additional $60 million has been committed, bringing the total to $81.7 million committed or expended. Due to rescoping and if project(s) is/are canceled, the $60 million will be reduced by at least $7.5 million, and possibly as much as $14 million. If projects come in under budget, the $60 million may be reduced even further.

The remaining $3.3 million of the budget consists of NYSERDA administrative costs and potential commitments to program support resources. The remaining funds for the NYSERDA administrative and State Cost Recovery Fee budget categories do not appear as “committed” because they are not used in contracts that NYSERDA enters into, but NYSERDA does anticipate continuing to draw down the remaining funds in these budget categories. NYSERDA anticipates additional commitments through December 31, 2025 in other budget categories of approximately $500,000 beyond those listed in the table below, as additional (although less extensive) program implementation support will be required to administer the Program for a longer period than originally anticipated. This represents an increase of about

15% from the previously budgeted amount for program implementation support. Any funding in any of the other budget categories that is either a) not committed as of December 31, 2025 or b) disencumbered in the future will reduce any future collections from the rate payers and no additional new commitments will be made with these funds.

Detailed program budget is shown in the table below, reflecting spend as of June 30, 2025.

Program Budget Element	Total Budget	Committed	Expended	Balance Uncommitted
Award Pool: CLEAN NEIGHBORHOODS CHALLENGE (formerly EJ Community Clean Vehicles Transformation Prize)	$30,000,000	$30,000,000	$4,307,288	$0
Award Pool: ELECTRIC MOBILITY CHALLENGE (formerly Clean Personal Mobility Prize)	$21,000,000	$21,000,000	$3,793,211	$0
Award Pool: ELECTRIC TRUCK & BUS CHALLENGE (formerly Clean Medium- and Heavy-Duty Vehicle Innovation Prize)	$16,000,000	$16,000,000	$1,094,048	$0
Planning Grants	$1,400,000	$1,400,000	$1,400,000	$0
Prize Design and Administration	$2,898,000	$2,898,000	$2,898,000	$0
Outreach and Engagement	$1,050,000	$916,213	$164,429	$133,787
Participant Assistance	$600,927	$600,927	$600,927	$0
Measurement, Evaluation and Learning (formerly Measurement and Verification)	$3,150,000	$2,979,622	$2,248,563	$170,378
Replication	$1,000,000	$1,000,000	$200,000	$0
Program Implementation Support	$3,301,877	$3,197,386	$2,332,945	$104,491
Community Partner Funds	$399,196	$399,196	$399,196	$0
NYSERDA Administration	$1,865,000	$1,057,878	$1,057,878	$807,122
State Cost Recovery Fee	$935,000	$188,198	$188,198	$746,802
Contingency	$1,400,000	$170,445	$170,445	$1,229,555
Total	$85,000,000	$81,629,990	$20,677,253	$3,370,010

To date, the Grand Prize contracts have expended between 3% and 45% of their awards and between 0% and 45% of their cost share. This large range is due to varying project schedules and the timing of large project purchases. Some projects required more significant expenses earlier on, some maintained a similar level of spend over time, and some will encounter larger expenses later on in their projects. For example, Krueger's hydrogen fueling station will be installed in late-2025, and Volvo's freight-focused public charging hub will be developed by the end of 2028. By the end of 2025, NYSERDA estimates individual projects will be between 10% and 66% complete, as measured by expenditure of allocated Prize funds. By the end of 2026 NYSERDA estimates individual projects will be between 45% and 100% complete each, using the same metric, and by the end of 2027 nine of the projects are will be complete, except for the Volvo project, as the development of its charging hub will be ongoing through 2028, with data collection through 2030.

The Program funds are collected as part of the Bill-As-You-Go agreements with utilities. With this, only funds for money expended to date have been collected by NYSERDA for these projects. However, based on the language of the 2020 Order NYSERDA understands that utilities have already planned to collect the entirety of the authorized $85 million from ratepayers. If this extension were granted no additional collections would be necessary beyond those envisioned in the Make Ready Order. Furthermore, the

reduction in project funding will be communicated to the utilities on a quarterly basis to account for any potential future disencumbrances.

REPORTING

NYSERDA currently submits Implementation Plan Status Reports to DPS each January and July and provides detailed monthly status updates to DPS staff. These communications are shared with DPS staff directly, and they are not currently filed in the DMM. The Implementation Plan Status Reports include, at minimum:

- A narrative describing the overall status of the Prize competitions and the projects being undertaken by the grand Prize awardees, the status of progress compared to the expected schedule, any reasons for delays in schedule, and an adjusted schedule, if applicable
- Key metrics for measuring the success of the Prize competitions, to be agreed upon by NYSERDA and DPS staff
- Any problems encountered
- Planned or proposed solutions to problems described above
- A summary of costs expended during reporting period and a summary of cumulative costs to date

Additionally, NYSERDA publishes information about the Prize projects on its website,[3] including:

- Project summaries, and links to project-run websites that include regular updates and calendars of upcoming public meetings.
- Prize Bulletins, deep diving into largely technical topics and learnings from the projects and their broader market impacts, including in-depth interviews with awardees.
- A Replication Playbook focused on community engagement strategies and best practices, derived from learnings gleaned from the Prize projects. Additional playbooks covering other relevant topics will be published.
- In addition to other reporting requirements as specified in their contracts, the Grand Prize projects also submit Annual Metrics Reports that that are included in Clean Energy Fund performance reporting.
- Additional forthcoming public information to be shared on the NYSERDA Clean Transportation Prize website includes:
    - Data dashboards, capturing key program data, beginning with emissions reduction and community engagement impacts, and will later include additional metrics such as financial benefits, job creation and workforce development, and mobility and accessibility, plus additional project data including community and user survey findings.
    - Stories highlighting the progress and key learnings from the projects.

Going forward, NYSERDA proposes that these Implementation Plan Status Reports be filed in DMM on a quarterly basis, and, in addition to the current topics, address the following:

- Planned program and project activity for the upcoming six months, including any deviations from the activities proposed herein and an explanation for such deviations
- Project-level cost data in the cost summary, and an explanation of whether the costs are consistent with the budget, or are over- or under-budget

[3] Available at https://www.nyserda.ny.gov/All-Programs/New-York-Clean-Transportation-Prizes-Initiative/Clean-Transportation-in-Action

- A log of executed contract changes and the reason for changes
- Actions taken by NYSERDA to ensure schedule compliance

NYSERDA anticipates filing an updated Program Implementation Plan in the department's Document Matter Management system (DMM) in case number 18-E-0138 aligning to the extension and any adopted modifications related to this Petition. Thereafter, NYSERDA will also provide project updates in its Program Implementation Plan on a bi-annual basis.