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Current's Response - Docket No 24-EVI-01 CFI Joint Application for Tri-State RFI

Please see attached.

Additional submitted attachment is included below.

CURRENT

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RESPONSE TO A REQUEST FOR PROJECT PROPOSAL IDEAS & CONSIDERATIONS

Docket No. 24-EVI-01

Comments on California, Oregon, and Washington State's M/HD Joint Application for CFI

Pulling Green Forward.™

Table of Contents

1. Organization Overview

Organization Information	
Organization Name	Current
Organization Website	www.currenttrucking.com
Organization Type	Private Entity
Operation Type(s)	Since its inception in 2021, Current has specialized in the design, engineering, procurement, construction ("EPC") and maintenance of EV charging infrastructure with a focus on medium- and heavy-duty ("M/HD") applications. Offering Build-Transfer ("BT"), Charging-as-a-Service ("CaaS"), and Infrastructure-as-a-Service ("IaaS"), these robust models are designed to deploy EV infrastructure fast with minimal up-front investment to site and fleet owners. Current is also enabling EV solutions within these operating ecosystems across various vehicle categories through its Vehicle-as-a-Service ("VaaS") model.
Vehicle Class Coverage	Classes 2b – 8
Primary Contact **a. Name & Title** **b. Email** **c. Phone No.**	Pip Decker, CEO & Co-Founder Decker@CurrentTrucking.com (646) 708-3689
Alternate Contact **d. Name & Title** **e. Email** **f. Phone No.**	Jessica Shih, Regulatory Policy Analyst Shih@CurrentTrucking.com (908) 456-7345

2. Competitive Solicitation Interest

Current would be highly interested in responding to a future competitive solicitation if the joint application filed by California, Oregon, and Washington State (the "tri-state") is awarded a grant under the CFI Corridor Program ("CFI").

3. M/HD EV Operations Plans

Ranking of 5 (Most Likely) – Current presently supports logistics fleets of over 10,000 vehicles, of which charging is a small component of their overall fleet composition. Current provides VaaS and CaaS as both separate and bundled solutions to enable fleet operators to reduce the overall emission footprint.

Current's short- to mid-term electrification strategies through 2028 are inclusive of expanding its fleet in the tri-state to over 10,000 EVs by 2030, focusing primarily on enhancing operations along the state's key freight corridors, including Interstate 5 as proposed under the National Zero-Emission Freight Corridor Strategy.

Site leasing and development would be heavily contingent upon securing available incentives such as this RFI, to which Current would seek to provide the following three (3) options in addition to utilizing its own footprint:

Current's Solution Offerings	
BT	Charging stations at proposed sites are turned over to their respective operators (private and/or state).
CaaS	Current is responsible for the EPC of the stations, along with associated operations and maintenance. In addition, Current administers payment platforms to support these stations, inclusive of delivering power at a fixed or floating rate kWh tariff.
IaaS	Current can develop and construct the requisite M/HD infrastructure while allowing third parties such as utilities to provide power to ensure the most optimized TCO while remaining compliant with regulation.

As a note, Current maintains longstanding relationships with various OEMs that offer products across the EV space that Current can bring in to customers.

4. M/HD EV Public Charging Plans

Prospective Project Concept

Current proposes its Level 3 Direct Charge Fast Charging ("DCFC") capabilities, ideally ranging from 50 kW – 1.5 MW going up to MCS. This initiative will be ready for deployment in late 2025. A mix of DCFCs for quick turnarounds and slower overnight charging options would ensure operational flexibility. Reservation systems open to the public in tandem with allowing for fleet prioritization would be beneficial.

Approach & Business Model

Current supplies public charging stations serving a mix of light-, medium-, and heavy-duty EVs, from Class 1 passenger vehicles to Class 8 semis, adaptable to both current market needs and future EV technology advancements.

Specifically, Current adopts an integrated approach to EV charging solutions, with a focus on deploying robust high-speed charging stations, involving comprehensive service packages covering full turnkey solutions inclusive of site assessment, design, engineering, equipment procurement, installation, and maintenance. Current's strategies for the tri-state cater to the growing demand for M/HD EV infrastructure statewide, particularly along key freight corridors.

Current is keen on serving as a full turnkey solution provider and strategic partner for planning, deploying, maintaining, and expanding M/HD freight corridor charging infrastructure along Interstate 5 to support this tri-state effort. This includes a mix of offerings as listed above (BT, CaaS, and IaaS) plus other EVSE solutions, all of which offer numerous benefits that include but are not limited to:

a. **Scope of Services** – Current services high-speed charging infrastructure deployment, operational management, maintenance services, and data analytics for ongoing optimization.

b. **No Upfront Cost** – Current has the capability to bear all expenses for the installation of charging equipment, as well as live, on-demand maintenance and support, in return for a flat monthly fee once the project is launched. Current's CaaS model provides zero investment risk to its customers.

c. **Charging for Any EV** – Current provides electrical designs that are future-proof, compatible with all vehicle types from passenger cars to heavy-duty trucks and buses, and upgradeable from Level 2 AC to Level 3 DCFC. In turn, customers could eventually

charge vehicles of any size – or enable faster charging – without the need for an infrastructure overhaul.

d. **Charging with Renewables** – Current offers the option for the energy of each charging session to be "bundled green" (generated from renewable sources) at a competitive rate.

Deployment Structure

Current would likely partner with site hosts and property owners for site retention, leveraging both lease and purchase models where applicable.

Project Schedule

The project tasks would be distributed according to the below table:

Project Task	% Composition
Planning & Development	10%
Site Acquisition	20%
Equipment	40%
Installation	20%
Ongoing Maintenance & Operation	10%
TOTAL	100%

Project Readiness & Timeline

The above-scoped project concept is at an advanced state of readiness with an expected implementation timeline from the project kickoff to full energization as follows:

Major Milestones	Task Duration
Site Selection & Agreements	3 months
Design & Permitting	2 months
Construction	1 month
Commissioning	2 weeks
TOTAL	6.5 months

Future-Proofing & Scalability

Current's design includes the flexibility for site upgrades to accommodate future additional high-power charging needs and potential supply of charging electricity from renewable sources ("bundled green") in anticipation of further emissions-reduction goals for the state.

Operation & Maintenance Plans

Managed charging and distributed energy resources are intrinsic elements of the company's operational strategy. Current sources its charging infrastructure from the industry's most reliable OEMs and would provide 24/7 site monitoring, regular maintenance schedules, and rapid response teams for any operational issues to maintain increased uptime.

Traffic Safety & Management

Safety plan measures would encompass clear signage, optimized traffic flow design to ensure safe ingress and egress, and adequate lighting and surveillance for security.

Fleet Utilization Commitments

Current intends to enter into utilization agreements with key fleet operators and is already in discussions with stakeholders who would be willing to support this charging initiative.

Collaboration with the Tri-State

Current proposes ongoing joint initiatives with the tri-state for community outreach, educational sessions, and stakeholder engagement to provide equitable benefits for environmental justice and disproportionately impacted communities. Other robust community engagement efforts would be through initiatives such as quarterly town halls, workshops, regular updates via social media and local radio, and direct involvement of local environmental and business groups in steering committees so the project aligns with local needs and creates local buy-in.

Current also intends to develop and implement agreements with local labor unions to ensure fair labor practices and strong workforce continuity in line with state and federal requirements.

As a note, Current actively engages in these activities with utilities and municipalities nationwide. Please refer to the Appendix for more information about Current's inclusive involvement in various community initiatives.

5. Charging Priority Plan

Through 2027, Current would be interested in providing charging along a scaling capability for 10 – 20 Level 3 DCFCs for up to 100 ports should the tri-state be awarded a grant under CFI.

6. Pull-In/Pull-Through Parking Considerations

At a given site, Current would encourage 30% pull-through parking availability. Each site would feature pull-through configurations for ease of access, multiple charging ports with high power levels and ample truck parking.

7. Route Distance Between Charging Stations

Current proposes 150 miles between each charging station along Interstate 5 to safely carry zero-emission trucks while on the road, noting their optimum mileage. This availability of strategically located M/HD corridor charging stations would significantly accelerate the potential for fleet expansion plans in the tri-state area.

8. Charging Facility Amenities

At a given charging facility, Current proposes convenience stores (top photo), coffee shops (middle photo), restaurants (bottom photo), other retail services, and rest areas to enhance the driver experience. Additional parking beyond charging stalls and reservation options would also be available to accommodate additional vehicles and greater facility utilization.

The below conceptual renderings visualize these concepts:

9. Cost Estimates

Total Estimated Costs

Current maintains a strategic interest in partnering with site hosts along Interstate 5 to deploy advanced M/HD corridor charging infrastructure. The estimated cost per charging station site would range between $750,000 – $10 million with a 75% public cost share; in doing so would best accommodate Level 3 DCFC charging for several through up to 25 charging stations to support electric trucks along freight corridors.

Project Experience & Capacity

With the executive team amassing nearly 60 years of combined experience in renewable energy and a strong financial backing as provided by a $250 million investment from Ares Management, Current is well-capitalized to undertake substantial infrastructure projects.

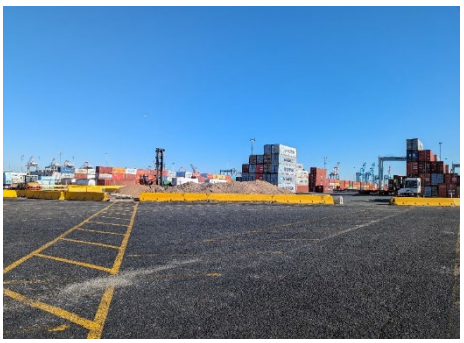
Current's leadership in global renewable energy is underscored by successfully deploying over 5,000 MW of renewable energy infrastructure. Specifically pertaining to the EV market, the team has deployed charging solutions ranging from Class 1 passenger vehicles to Class 8 semis.

The below table details Current's qualifications to perform the work and relevant experiences for M/HD charging station procurement, including experiences in working for/together with landlords:

Project Experience No. 1	
Title	APM Terminals
Location	Port Elizabeth, New Jersey
Commercial Operations Date	2023
Firm's Role	Designed, engineered, procured, and transferred Level 3 DCFC station
Description	• Skid-mounted Level 3 DCFC station. • Large-scale port operator sought to electrify seven (7) electric yard tractors within a short timeline while meeting grant and timeline limitations and complying with the Build America, Buy America Act ("BABA") for equipment.
Mix of Uses Included	Class 1-8 charging support
Size and Development Value	• $1.25 million in charging infrastructure. • System meets BABA compliance.
Construction Type	Skid-mounted Level 3 DCFC station

Project Experience No. 1

Photos



Project Experience No. 2	
Title	Virginia Port Authority Level 3 DCFC and Yard Tractor Deployment
Location	Port of Virginia, Virginia
Commercial Operations Date	2022
Firm's Role	Current provided phased charging and vehicle deployment to meet Port of Virginia's decarbonization and sustainability goals.
Description	During the first project phase, Current installed and presently maintains four (4) Level 3 DCFCs to support the operations of the initial four (4) electric yard jockeys operated by Port of Virginia. In addition to charging, Current worked with Port of Virginia to identify, spec, procure, and deploy electric yard jockeys. Since then, Current has been contracted to execute the second phase of the charging project and will be adding five (5) additional high-speed Level 3 DCFCs to Port of Virginia.
Mix of Uses Included	This project currently charges the initial deployment of yard jockeys and will expand to charge future yard equipment as well as drayage and semis.
Size & Development Value	$4 million
Construction Type	Heavy haul port EV infrastructure project

Project Experience No. 2

Photos

Project Experience No. 3	
Title	Level 3 DCFC Deployment for Package Delivery Service Provider
Location	Syracuse, New York
Commercial Operations Date	2021
Firm's Role	Developer, owner, and operator of Level 3 DCFC charging station
Description	Level 3 DCFC charging deployment for medium- and heavy-duty EVs
Mix of Uses Included	Class 1-8 charging support for the following OEMs: • Freightliner • Volvo • Nikola • Peterbilt • LoneStar (Kalmar) • Ford Lightning
Size & Development Value	$2 million under the CaaS model, plus the TaaS model for owner-operators seeking to deploy EV solutions
Construction Type	Engineering, procurement, and construction, as overseen by Current
Photos	

Project Experience No. 4	
Title	First Electric Bus at Denver International Airport
Location	Denver International Airport, Colorado
Commercial Operations Date	2024
Firm's Role	Developer, owner, and operator of electric bus and associated Level 3 DCFC charging station
Description	Electric shuttle bus deployment plus accompanying high-speed charging infrastructure
Size & Development Value	$1.2 million under the IaaS and CaaS models
Construction Type	Engineering, procurement, and construction, as overseen by Current
Photos	

10. Sites of Interest – Service Provider

Please refer to the below tables for the identified Interstate 5 corridor segments along which Current is interested in building charging stations in accordance with the National Zero-Emissions Freight Corridor Strategy's tri-state hub deployment plans. These locations have been selected based on the freight volumes, EV registration data, and proximity to key logistics hubs anticipated to be needed by 2027:

Washington State		
Corridor Segment No.	**Start**	**End**
Corridor Segment No. 1	Blaine (Exit 276)	Southcenter (Exit 153)
Corridor Segment No. 2	Du Pont (Exit 118)	Vancouver (Exit 1A/B)

Oregon		
Corridor Segment No.	**Start**	**End**
Corridor Segment No. 1	Hayden Island (Exit 308)	Woodburn (ODOT Weight Station)
Corridor Segment No. 2	Albany (234B)	Eugene (Exit 194A)

California		
Corridor Segment No.	**Start**	**End**
Corridor Segment No. 1	Red Bluff (Exit 649)	Zamora (Exit 548)
Corridor Segment No. 2	Interchange of I-5 and Hwy. 33 (Exit 403A/B)	Interchange of I-5 and Hwy. 46 (Exit 278)
Corridor Segment No. 3	Castaic (Exit 176)	I-5 & Hwy. 210 (Exit 161A/B)

11. Sites of Interest – Utility

Although Current is not a utility, the team recognizes that deploying EV charging stations across diverse locations presents logistical challenges, especially in areas with limited existing electrical infrastructure. In turn, Current's approach involves close collaboration with local authorities and utility companies to enhance infrastructure, ensuring grid capacity to support high-power charging and an overall seamless integration of charging networks in key freight corridors across the tri-state area.

Current's extensive experience and established partnerships with major EV charging and transportation companies poses Current as a highly qualified partner to support this initiative.

Closing Remarks

Current stands prepared for and enthusiastic about the opportunity to collaborate with the tri-state under CFI. Coupled with its extensive experience, Current's commitment to operational excellence and future-proofing EV infrastructure poises the team as an ideal partner for the deployment of M/HD corridor charging sites. Current looks forward to contributing to the tri-state's vision of an electrified, equitable, and sustainable transportation network.

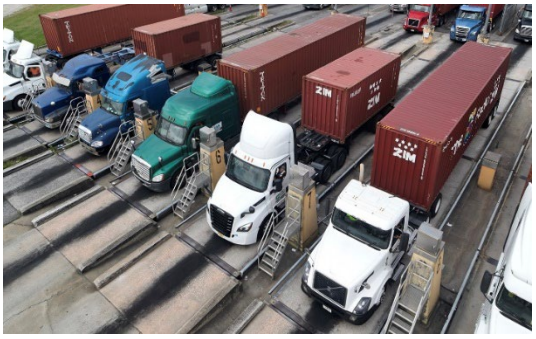
For more information or further discussion, please reach out to the provided points of contact.

Appendix

Current maintains an active role in community development programming as a central tenet to the company's mission of "Pulling Green Forward".

In April 2023, Current hosted a demonstration of an electric-powered semi-truck, providing volunteer firefighters from Schuylkill County, New York, with first-hand exposure to this emerging technology and placing emphasis on the importance of additional training. Current showcased its Freightliner eCascadia and discussed operational aspects, signaling the need for adaptation among emergency responders to the increasing prevalence of EVs on the road. This event underscores the importance of supporting training initiatives to ensure effective emergency response in the evolving transportation landscape.

And in May 2024, Current hosted a demonstration at Port Fuel Center near the Port of Savannah in Georgia to showcase the potential of electric trucks for drayage operations (left photos). Presenting the Freightliner eCascadia, Current emphasized how the vehicle's traveling range of up to 250 miles on a single charge and its quiet, zero-emission travels makes it suitable for drayage runs between the port and warehouses, thereby improving air quality for nearby communities. Go-Station has installed chargers at Port Fuel Center to support the port's electrified deployment.



For Current, educational outreach extends beyond workforce development. In October 2023, team members Jessica Shih (top row, second to right in right photo) and Cristine Ramirez (top row, far left in right photo) promoted business sustainability initiatives for women in STEM as panelists at a seminar hosted for local Girl Scout Troops in Chatham, New Jersey.