Special Thanks to the US Department of Energy Clean Cities Program

https://cleancities.energy.gov/coalitions/contacts/

The six Clean Cities Coalitions sponsoring this workshop from Washington DC, Virginia, New Jersey, Philadelphia, Chicago and Kentucky; and the eight additional Coalitions and DOE headquarters staff/program managers participating today.

Mark Your Calendar:  
Biodiesel for Diesel Technicians Training Course  
July 15-16  
11:30 AM – 1:00 PM EDT

How Fleets Are Using B100 Biodiesel to Lower their Carbon Footprint

Spread the word and please join us for a webinar on June 25 from 2:00-4:00 PM  
Please register below, Zoom calendar invite to follow.

2:00 p.m. Introduction  
2:15 p.m. Biodiesel 101  
2:30 p.m. Optimus B100 Technology  
2:45 p.m. DC Dept. of Public Works Case Study  
3:00 p.m. City of Ames Case Study  
3:15 p.m. Grant Funding Availability  
3:30 p.m. Q & A Session

Ira Dorfman  
Jon Scharingston  
Colin Huwyler  
Ryan Frasier  
Rich Iverson  
Jill Hamilton

June 25, 2020

B100 Clean Cities Webinar

Jon Scharingson, Executive Director Sales & Marketing REG
Safe Harbor Statement

This presentation contains certain forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995, as amended, including statements regarding the REG’s future growth and value creation. These forward-looking statements are based on current expectations, estimates, assumptions and projections that are subject to change, and actual results may differ materially from the forward-looking statements. Factors that could cause actual results to differ materially include, but are not limited to: potential changes in governmental programs and policies requiring or encouraging the use of biofuels, including RFS2; availability of federal and state governmental tax incentives; unanticipated changes in the biomass-based diesel market; competition in the markets in which we operate; technological advances or new methods of production or the development of energy alternatives to biomass-based diesel; our ability to generate revenue from the sale of fuels on a commercial scale and at a competitive cost, and customer acceptance of the products produced; unanticipated construction constraints; and other risks and uncertainties described in REG’s annual report on Form 10-K for the year ended December 31, 2018, Form 10-Q for the quarter ended June 30, 2019 and other reports subsequently filed with the SEC. All forward-looking statements are made as of the date of this presentation and REG does not undertake to update any forward-looking statements based on new developments or changes in our expectations.

This presentation reports Adjusted EBITDA, a non-GAAP financial measure. A reconciliation of Adjusted EBITDA to net income, the most comparable GAAP measure, is provided in the Appendix to this presentation.
Production And Distribution

45+ TERMINALS
13 BIOREFINERIES

DELIVERED PRODUCT TO:
49 STATES
6 CANADIAN PROVINCES
10 COUNTRIES

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Accelerating Fuel Forward

Renewable Energy Group in 2019

700M

Gallons of fuel sold¹

= $2.4B

In revenue

495M

Gallons produced

= 3.7M

Metric tons of carbon reduction

8.5 million barrels crude oil

¹Includes all biomass-based diesel and petroleum gallons sold: domestic, international and third-party gallons.
REG/Optimus Strategic Collaboration

REG and Optimus entered into a commercial agreement in 2019 where they are jointly introducing B100 technology solutions to fleets throughout the United States in targeted geographies.

- Optimus supplies equipment, software and engineering expertise to modify vehicles with B100 technology.

- REG supplies tank/dispenser to fleets as needed, and is the exclusive fuel supplier of B100.
Biodiesel Product Quality/Availability/Economics
What Is Biodiesel?

A renewable fuel made from various vegetable oils and animal fats

TRANSESTERIFICATION REACTION

RAW MATERIALS

METHANOL
METHANOL
METHANOL

TRIGLYCERIDE

PRODUCTS

GLYCEROL

METHYL ESTER
METHYL ESTER
METHYL ESTER

METHYL ESTER
METHYL ESTER
Advantages Of Oxygenated Fuel

- REDUCED EMISSIONS
- SAFE HANDLING
- INCREASED LUBRICATION
- BIODEGRADABLE
Performance Stays Strong With Biodiesel

When we switched to biodiesel there was zero degradation in fleet performance. It was a huge success.

—Vince Buonassi, G&D Integrated
B20 Fuel Efficiency

**MYTH**
Biodiesel reduces fuel efficiency

**FACT**
4 published studies showed no statistically significant difference in fuel efficiency between B0 and B20.
“B20 performed very similar to the #2 ULSD fleet in terms of fuel economy, fuel properties, engine oil samples, and operation and maintenance issues.”
– Purdue University study

Sustainability

Transportation industry is largest source of emissions in U.S.¹

Customers demanding sustainability

Regulatory push

Greenhouse Gas Emissions By Transportation Type

- 60% of transportation emissions come from passenger cars, S.U.V.s and pickup trucks
- 23% of transportation emissions come from freight trucks

Source: New York Times, Environmental Protection Agency
GHG Emissions Increase Per Gallon vs REG B100

580%  
Petroleum diesel

430%  
Compressed natural gas

190%  
Electric vehicle with natural gas-derived electricity

1REG calculations based on CA-GREET Model. Based on REG produced biodiesel using used cooking oil.
Biodiesel Is Widely Available

U.S. Retailers Selling Biodiesel Blends of B10 to B20
Biodiesel Economics

- State incentives for selling biodiesel
- Tradable commodity adds value
- Biodiesel Tax Credit
  - $1.00/gal

RINs
States With Notable Biodiesel Policies

New York City and surrounding counties

LEGEND

- Low Carb Fuels Stnd
- Mandate - Fuel Use or Bioheat
- Tax Incentive – Sales/Income
- Tax Incentive - Production
- Fleet Requirement
- Bioheat Mandate passed – Awaiting Surrounding States
- Policy not enforced
- No major policy

Current as of 01/08/2016
Data from DOE Alternative Fuels Data Center and Individual State Statues

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B100 Tank/Dispenser

- 2,500 to 30,000 gallons
- Double-walled, heated and insulated.
- Heated cabinet for dispenser
- Portable
## Technology Comparison

<table>
<thead>
<tr>
<th>Technology (using diesel as baseline)</th>
<th>Natural Gas</th>
<th>Electric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installed Cost of Equipment</td>
<td>$12,000-$15,000</td>
<td>$50,000 - $90,000</td>
</tr>
<tr>
<td>Infrastructure Readiness</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Range</td>
<td>Equal</td>
<td>Less</td>
</tr>
<tr>
<td>GHG Emissions</td>
<td>65-100% Reduction</td>
<td>10-30% Increase</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Simple</td>
<td>Complex</td>
</tr>
<tr>
<td>Integration With Existing Equipment and Infrastructure</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Technology</th>
<th>Diesel</th>
<th>CNG</th>
<th>LNG</th>
<th>Electric</th>
<th>UCO Biodiesel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>102.76</td>
<td>88.29</td>
<td>96.19</td>
<td>30.93</td>
<td>19.87</td>
</tr>
</tbody>
</table>

CARB - Adjusted Carbon Intensity (g/MJ)
Who Else Is Utilizing The Technology?

- Washington DC Department of Public Works
  - Refuse Trucks
- City of Chicago Parks District
  - Refuse Trucks
- Renewable Energy Group
  - Semi / Jobber Delivery Trucks
- City of Ames
  - Snowplows
- IOWA DOT
  - Snowplows
- DC Water
  - Dump/Service Trucks
- ADM
  - Semi Trucks
- Star Oil
  - Combination Trucks Jobber w/Tankers
Federal/State Funding Availability

- EPA/DERA Funding
  - Successful proposal submitted Iowa DOT in 2020

- USDA High Blend Infrastructure Program
  - Program announcement early May, 2020

- DOE

- VW State Settlement Funding

- State Level Funding
  - Minnesota Department of Agriculture Grant received by REG in 2020 (165K)
Pilot Project Opportunities

REG and Optimus are actively partnering with public and private sector fleets.

Medium and heavy duty trucks (Work trucks to Class 8)

Heavy annual diesel fuel utilization.

Organizations with sustainability/GHG goals.

Funding available for low/no cost deployment of: 1) equipment, 2) installation cost and 3) tank/dispenser needed for pilot projects.

Contact: jon.scharingson@regi.com
Contact: c.huwyler@optimustec.com
Clean Cities B100 Webinar 6.25.20
Colin Huwyler, CEO  |  c.huwyler@optimustec.com  |  412.727.8228 x2
Heavy-duty trucks consume one-quarter of all the fuel we use: 25%, yet account for only 7% of vehicles on the road.
Lowest Emissions

- 80%+ reduction in GHG emissions
- 50% less particulate matter

Renewable/Sustainable

- Derived from renewable, industrial, and agricultural byproducts

Lowest Cost

- Competitive discounts to petroleum diesel
- Significant discounts to renewable diesel & MD/HD electrification

Safer & More Efficient

- Better lubricity, higher flashpoint, biodegradable, etc.
B100 System Overview

- In-Cab Display
- Heated Biodiesel Fuel Tank
- Diesel Fuel Tank
- Electronic Controller
- Heated Biodiesel Filter & Pump
- Fleet Analytics

*Patented*
B100 System Overview

Waste Engine Heat Utilized to Condition Biodiesel
B100 System Overview

Valve Key:
(S) Supply
(R) Return
(L) Loop/Recirculation

Optimus Technologies
Standard Fuel System Diagram

Common - Green
Bio - Blue
Recirculation - Light Blue
Diesel - Black
Coolant - Red

(return flow indicated by dashed lines)
B100 System Overview - Fuel Tank

Dual-Chamber or Dual Tank Configurations
B100 System Overview - Vector Manifold

Heated Fuel Conditioning Manifold with Engine Specific Fuel Filter
B100 System Overview - Fuel Valves

Independent Supply and Return Fuel Selection Valves Prevent Fuel System Cross Contamination
B100 System Overview - ECU & Display

Industry Standard Ruggedized Engine Control Module Exceeds SAE, ISO, Etc. Specs
In-Cab Display Integrates into Dash Instrument Cluster
# B100 System Overview - Fleet Portal

Telematics for Engineering Analytics and Fleet Management and Service

## Dashboard

<table>
<thead>
<tr>
<th>Fleet Status</th>
<th>Last Expiration</th>
<th>Status</th>
<th>View</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA123</td>
<td>2:00 AM</td>
<td>Operational</td>
<td><img src="image" alt="View" /></td>
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<tr>
<td>AA124</td>
<td>2:00 AM</td>
<td>Upgrade Action</td>
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<td>AA125</td>
<td>2:00 AM</td>
<td>Active Fault</td>
<td><img src="image" alt="View" /></td>
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<tr>
<td>AA126</td>
<td>2:00 AM</td>
<td>Operational</td>
<td><img src="image" alt="View" /></td>
</tr>
<tr>
<td>AA127</td>
<td>2:00 AM</td>
<td>Operational</td>
<td><img src="image" alt="View" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Biofuel Stations</th>
<th>Biofuel Consumed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 1</td>
<td><img src="image" alt="Bar Graph" /> [57,000 Galons]</td>
</tr>
<tr>
<td>Station 2</td>
<td><img src="image" alt="Bar Graph" /> [28,031 Galons]</td>
</tr>
<tr>
<td>Station 3</td>
<td><img src="image" alt="Bar Graph" /></td>
</tr>
</tbody>
</table>

![Map](image)

© 2019 by Optimus Technologies Inc. Optimus Technologies logo and text is registered under U.S. Patent and Trademark Office. info@optimustech.com
B100 System Overview - Performance Data

Data for Fleet Management, Service, and Optimization

- 200 Parameters Logged 1-5s Interval
  - Available Real-Time

- Current Monitoring
  - Load
  - Open Circuits

- Biodiesel System Pressures
  - Pre-filter (pump)
  - Post-filter (engine)
  - Filter Differential
**B100 System Overview - Performance Data**

**Improved DPF Performance - Efficiency and Regeneration**

**DPF Balance Point Temperature & Regeneration Rate**

- DPF Regeneration Rate increases with increasing biodiesel content
- Even at 5% blend levels biodiesel PM measurably oxidizes more quickly

**Balance Points**

- BPT – DPF temp where soot load rate is equal to soot regeneration rate
- BPT with B20 and B100 is lower than 2007 Cert by 45 °C and 112 °C

**Regen Rates**

<table>
<thead>
<tr>
<th>B100 (GAL)</th>
<th>Soot Offset (LBS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000</td>
<td>-5.04</td>
</tr>
<tr>
<td>5,000</td>
<td>-25.20</td>
</tr>
<tr>
<td>10,000</td>
<td>-50.40</td>
</tr>
<tr>
<td>20,000</td>
<td>-100.80</td>
</tr>
<tr>
<td>30,000</td>
<td>-151.20</td>
</tr>
</tbody>
</table>

**Effect of Biodiesel Blends on DPF Performance:**
Diverse Range of Applications

Any Medium- or Heavy-Duty Diesel Engine Application
SMARTFUEL - REFUELING TECHNOLOGY

Bolt-On Fuel Management and Emissions Tracking
THE VECTOR SYSTEM & B100

Lowest Emissions

• 80%+ reduction in carbon emissions
• 50%+ less particulate matter

Lowest Cost

• Competitive discounts to petroleum diesel
• Significant discounts to renewable diesel & MD/HD electrification

Easiest to Deploy

• Integrates with existing vehicles & infrastructure
• Retrofit or new purchase options
Pilot Opportunities

- Public & Private Fleets
  - W/Targeted Sustainability Goals
- 5-15 Vehicles Per Pilot
  - Medium- & Heavy-Duty Applications
  - High Diesel Utilization
- Project Funding Available for
  - Engine Technology Upgrade
  - Installation & Training
  - Biodiesel Refueling Station

Colin Huwyler: c.huwyler@optimustec.com
Jon Scharingson: jon.scharingson@regi.com
DC Department of Public Works

B100 Usage in DC’s Heavy Duty Fleet

Ryan Frasier, Associate Fleet Administrator
DPW Fleet Management Administration

- DC DPW manages the entire District fleet excluding emergency services and school buses
  - This includes acquisitions, fueling, in-house maintenance, and disposal
  - The total fleet is 2600 on-road vehicles
    - 1800 light duty
    - 800 medium & heavy duty
  - DC DPW operates over 900 of these vehicles
- DC DPW fuels another 3000 vehicles from emergency services, school buses, and DC Water
DC and Alternative Fuels

• DPW first introduced alternative fuels into the District fleet with Compressed Natural Gas (CNG) in 1999 and has been expanding alternative fuel programs ever since.

• CNG – over 100 vehicle fleet (6 heavy duty vehicles)

• E85 – 600 vehicle fleet using over 200,000 gallons annually

• Electric and Plug-In Hybrid
  • 10 EVs and 102 PHEVs
  • Rapidly expanding in the light-duty fleet

• DC has a sustainability target of 50% GHG reduction by 2032 and 80% by 2050
DC and Biodiesel

- DPW began dispensing biodiesel in 2010.
- Biodiesel blends now make up over 75% of all diesel/biodiesel fuel dispensed by DPW.
- Annually DPW dispenses over 1 million gallons of biodiesel blends which equates to over 150,000 gallons of pure biodiesel.
- The program has seen no issues since its inception and includes regular filter changing, and annual fuel tank cleaning.
- DPW dispenses B20 during the warmer months (typically April-November) and B5 during the colder months.
DPW B100 Program

Heavy duty vehicles account for over 2/3 of DPW’s fleet emissions.

In September 2018 DPW began a test pilot of the Optimus Vector system which was installed on six Autocar refuse trucks with the Cummins L9 Engine.

The system uses a secondary heated tank platform to allow the year round use of 100% biodiesel in the trucks.
DPW B100 Program

The vehicle starts on diesel, or in DPW’s case the biodiesel blend. While it is circulated the B100 is heated to it’s required pour point.

Once the B100 meets the required specs it is circulated throughout the engine and the vehicle will run its full duty cycle on B100.
For refueling DPW utilized a heated 2500 gallon aboveground storage tank and dispenser system.

The all-in-one system was contained on a 8’x 20’ skid and easily installed at DPW’s refuse truck yard.

The Optimus fuel management system allowed only those trucks equipped with the Optimus system to receive fuel.
DPW B100 Program

There is no driver interface to operate the system. An additional fuel gauge is installed in the dash for the B100 tank.

At the end of its run the truck will remain on for 30 seconds to 1 minute after the vehicle is turned off to cycle the diesel or biodiesel blend back through the engine.
DPW B100 Program Results

- 6 trucks operating from Sept. 2018 – April 2020
  - 17,000 gallons of petroleum displaced
  - Offset 320,000 lbs. of CO₂
  - 75% GHG emissions reduction over similar non-B100 trucks
  - No operational or maintenance impacts
  - 1:1 fuel economy
DPW B100 Program Results

• New Trucks
  • In May 2019 DPW Director announced all new refuse truck moving forward will operate on B100
  • 17 B100 refuse trucks received in April 2020
  • 16 refuse trucks on order in 2020
  • 27 6-wheel dump snow trucks on order in 2020
DPW B100 Program Results

• New Tank
  – A new 12,000 gallon B100 insulated refueling station was installed in April 2020
  – Planning grant applications for two new similar tank configurations
Thank You

• DPW Contact
  • Ryan Frasier – Associate Fleet Administrator
    • ryan.frasier@dc.gov
    • (202)576-7866
CITY OF Ames™ B100 Pilot Project

Possible through a unique partnership with REG & Optimus Technologies

Rich Iverson  Fleet Support Manager
City Fleet Fuel Use

Yellow is B20 Fuel
B100 Pilot Project

- Research available data and references
- Define the project - 3 year pilot project
- City Council Approval
- Select 5 pilot trucks - 4 tandem, 1 single axle
- Equip trucks Optimus Technologies Vector System
- Secure B100 supply
Project Support

- Ames Community – 67,154 (2018 with students)
- 33,000 students – Iowa State University
- City Government – City Council
- State the Results – Be Transparent
- Promote the Project
- Share the Data
- Evaluate - Improve
Promoting our Project
Benefits to the City

- **Cleaner air:**
  - Significantly reduced tailpipe emissions associated with utilizing biodiesel instead of #2 ULSD.

- **Reduced greenhouse gas emissions:**
  - 85% reduction in CO2 emissions over #2 ULSD.

- **Fuel Savings:**
  - For the Project; REG fuel supply indexed, discount to #2 ULSD

- **Supporting Local Business:**
  - Raw materials and fuel produced in Iowa, REG Headquarters

- **Sustainability/Technology Leadership:**
  - Ames - first community in Iowa, one of the first in the nation

- **Building Pride at the City of Ames:**
  - Operators demonstrating pride and support for the B100 Project
Sharing the Data

5 Trucks on B100
Reduced
Greenhouse Gas
emissions in one
weekend by
76 METRIC TONS
Fleet Services
City of Ames
2207 Edison St.
Ames, IA  50010

Rich Iverson  Fleet Support Manager
Phone  (515) 239-5522
Email Rich.Iverson@CityofAmes.org
Funding Options

Jill Hamilton
President, Sustainable Energy Strategies, Inc.
DERA Clean Diesel

- $40 M Available nationally
- $25 M Available for States
- 2009 and older vehicles only
- Funds can pay for equipment and accelerated vehicle retirement
- Must decommission vehicle – no reselling, other than scrap
- Can include direct and indirect costs (mgmt, training, etc.)
- Focused on Non-attainment areas
USE OF DERA FUNDS

- School buses
- Class 5 – Class 8 heavy-duty highway vehicles
- Locomotive engines
- Marine engines
- Nonroad engines, equipment or vehicles used in construction, handling of cargo (including at ports or airports), agriculture, mining or energy production (including stationary generators and pumps).
- Must use EPA verified technologies and certified engines
- Optimus Technology must be included with a new vehicle purchase; not an upgrade alone
- VW can be used as voluntary match in some states
### DERA Eligible Activities

<table>
<thead>
<tr>
<th>DERA Eligible Activities</th>
<th>DERA Funding Limits (EPA Funds + Voluntary Match)</th>
<th>Minimum Mandatory Cost-Share (Fleet Owner Contribution)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust Control Retrofit</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Engine Upgrade / Remanufacture</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Highway Idle Reduction Bundled with Exhaust Control Retrofit</td>
<td>100%</td>
<td>0%</td>
</tr>
<tr>
<td>Stand-alone Highway Idle Reduction</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Locomotive Idle Reduction</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>Marine Shore Power</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Electrified Parking Space</td>
<td>30%</td>
<td>70%</td>
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<tr>
<td>Engine Replacement</td>
<td>40%</td>
<td>60%</td>
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<td>‒ Diesel or Alternative Fuel</td>
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<tr>
<td>Engine Replacement – Low NOx</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>Engine Replacement – Zero Emission</td>
<td>60%</td>
<td>40%</td>
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<tr>
<td>Vehicle/Equipment Replacement</td>
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<td>Vehicle/Equipment Replacement – Low NOx</td>
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<td>Vehicle/Equipment Replacement – Zero Emission</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>Vehicle Replacement - Drayage</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>Clean Alternative Fuel Conversion</td>
<td>40%</td>
<td>60%</td>
</tr>
</tbody>
</table>

**Match Requirements**

- Vehicle Replacement is **75% match**
- Drayage Vehicle Replacement is **50% match**
- Ex. $200k x .25 = $50,000 grant
EPA DIESEL EMISSIONS CALCULATOR

- EPA allows an option to justify your emissions.
- We used NBB’s emissions calculator for emissions reductions.
- Enter one gallon to get the emissions reductions per gallon.
- [https://cfpub.epa.gov/quantifier/index.cfm?action=user.account](https://cfpub.epa.gov/quantifier/index.cfm?action=user.account)
- [https://www.biodiesel.org/support-pages/emissions-calculator](https://www.biodiesel.org/support-pages/emissions-calculator)
CMAQ – Congestion Mitigation Air Quality

- **$2.449 Billion** per year available
- Each state given an allocation and administers funds

- B100 Qualifies under CMAQ either as
  - Diesel engine retrofits and advanced truck technologies
  - Alternative Fuels
  - Innovative project

**Restrictions:**
- Administered through MPO
- Project must address transportation emissions in non-attainment areas
- Must meet a TIP (Transportation Improvement Plan) Program (MPO specific)
- Drawback – Competition: CMAQ can be used in a variety of way...everyone wants a piece of it
- Key - Find a champion
DOT Ferry and Transit Programs

- $30 M available annually for ferry improvements
- ~$423 M available for transit improvements
- Dozens of other transportation grants available see:
  - https://www.transit.dot.gov/grants
Higher Blends Infrastructure Incentive Program (HBIIP)

- Grants up to $5M with 50% cost share ($1 for $1)
- $100M ($14M biodiesel blends >5 percent / $86M ethanol)
- Two Types of Projects
  - Transportation Fueling Facilities (Fueling stations, convenience stores, hypermarket fueling stations, fleet facilities, and similar entities with capital investments)
  - Fuel Distribution Facilities (Terminal operations, depots, and midstream partners, and similarly equivalent operations)
HBIIP Criteria / Scoring

- Transportation Fueling Facilities (Refueling Stations)
  - Sales volume
  - Incremental growth in fuel volume (pumps, % of pumps, etc.)
  - Total requested funds
HBIIP Criteria / Scoring

Fuel Distribution Facilities (terminals)

- Annual throughput volume
- Incremental growth in fuel volume (validated demand, market drivers, incentives, project sustainability, consumer education and marketing, partnerships)
- Total requested funds
HBIIP Dates & Resources

- Application Deadline: **Aug. 12, 2020**
- Recorded Training Webinars (May 12, 19, 26) on HBIIP website
NEED Assistance?

**USDA**
Anthony Crooks
202-205-9322
energyprograms@usda.gov

Jill Hamilton
703-322-4484
jhamilton@sesi-online.com