

## **RFP P2026-06 Amendment 1**

The maximum cost-effectiveness per weighted ton of emissions reduced has been increased from \$313,000 to \$522,000. Changes to the cost-effectiveness amends the original RFP Sections on the following pages:

- Section VI – Application Evaluation/Recipient Selection Criteria

Project co-funding for school bus replacement and charging infrastructure projects will be allowed, on a case-by-case basis. Changes to the co-funding allowance amends the original RFP Sections on the following pages:

- Section III – Funding Category
- Section IV – Application Submittal Requirements

The maximum program funding amount for charging infrastructure will be increased up to 95% (from up to 60%) of eligible costs. Changes to the increase funding for charging infrastructure amends the original RFP Sections on the following pages:

- Section III – Funding Category

The closing date of the RFP has been extended from April 7, 2026 to May 7, 2026 at 5PM. Changes to the dates for the application deadline amends the original RFP Sections on the following pages:

- Section IV – Application Submittal Requirements
- Section VIII – Schedule of Events