



Joint Office of
**Energy and
Transportation**

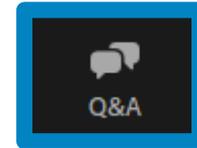
Community Engagement in Transportation

4/11/2023

driveelectric.gov

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- Controls are located at the bottom of your screen. If they aren't appearing, move your cursor to the bottom edge.
- Submit questions using the “Q&A” window



Disclaimer

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Agenda

Introduction from the Joint Office

Equitable Cities

Arizona Dept of Transportation

Oregon Dept of Transportation

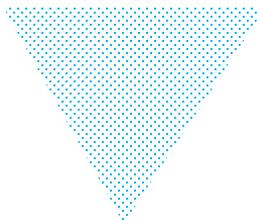
Greater Washington Region Clean Cities

Louisiana Clean Fuels

Facilitated Discussion



Mission and Vision



Mission

To accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.

Vision

A future where everyone can ride and drive electric.

BIL Programs Supported by the Joint Office

The Joint Office will provide unifying guidance, technical assistance, and analysis to support the following programs:



National Electric Vehicle Infrastructure (NEVI) Formula Program (U.S. DOT)

\$5 billion for states to build a national electric vehicle (EV) charging network along corridors



Charging & Fueling Infrastructure Discretionary Grant Program (U.S. DOT)

\$2.5 billion in community and corridor grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure



Low-No Emissions Grants Program for Transit (U.S. DOT)

\$5.6 billion in support of low- and no-emission transit bus deployments



Clean School Bus Program (U.S. EPA)

\$5 billion in support of electric school bus deployments

Technical Assistance Strategies

- Specialized assistance for **states, communities, Tribal Nations, transit agencies, and school districts**
- **One-on-one meetings** with states to address questions and concerns related to NEVI Formula Program
- **Concierge service** (phone, email, web form) to efficiently route technical assistance requests for NEVI, electric school buses, and transit buses
- Technical assistance support team has **50 staff members across 10 organizations.**

Technical Assistance

The Joint Office of Energy and Transportation (Joint Office) provides technical assistance on planning and implementation of a national network of electric vehicle chargers and zero-emission fueling infrastructure as well as zero-emission transit and school buses.

States and Communities

The Joint Office provides technical assistance for [states and communities](#) creating and executing [state plans](#) under the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program.

Tribal Nations

The Joint Office provides technical assistance to [tribal nations](#) electrifying their transportation systems. Learn more about zero-emission transportation [funding opportunities for tribal nations](#).

School Districts

The Joint Office provides technical assistance to [school districts](#) applying for or receiving funding through the U.S. Environmental Protection Agency's Clean School Bus Program.

Transit Agencies

The Joint Office provides technical assistance to [transit agencies](#) applying for or receiving funding through the Federal Transit Administration's Low or No Emission Vehicle Program.

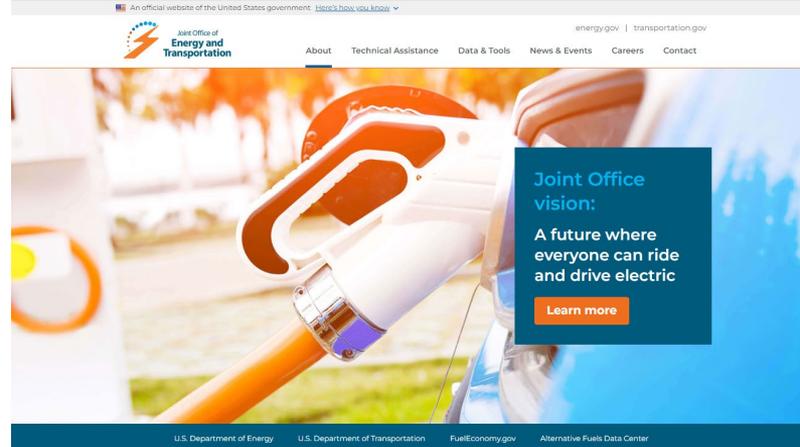
driveelectric.gov/technical-assistance

Concierge Service Contact Methods: 833-600-2751 | doe-dot.jo.ta@nrel.gov | driveelectric.gov/contact/

DriveElectric.gov

Website connects state DOTs and other stakeholders to resources, including:

- Infrastructure planning and implementation guidance
- Data and tools
- News and events
- Technical assistance request form



A modernized and interagency approach to support the deployment of zero-emission, convenient, accessible, equitable transportation infrastructure

The Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation. The Joint Office will align resources and expertise across the two departments toward leveraged outcomes. The office will be a critical component in the implementation of the BIL, providing support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses. The scope of the Joint Office will continue to evolve as directed by both departments.

[Contact us](#) [Technical assistance](#)

Benefits of investing in our electric vehicle charging infrastructure

Initial priorities of the Joint Office will be to support states with planning and to implement the National Electric Vehicle Charging Infrastructure program.



Support electric vehicles

Accelerates the adoption of electric vehicles, including for those who cannot reliably charge at home to enable up to 50% of new vehicle sales to be electric by 2030.



Fewer emissions

Reduces transportation-related emissions and helps put the United States on a path to net-zero emissions by no later than 2050.



Job creation

Positions U.S. industries to lead global transportation electrification efforts and create good jobs.



A network for everyone

Targeted equity benefits for disadvantaged communities, reducing mobility and energy burdens while also creating jobs and supporting businesses.



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Need technical assistance?

Send us a message or call ☎ 833-600-2751.



Contact Us

Use this contact form to submit a media inquiry, ask a general question about Joint Office of Energy and Transportation resources and activities, or request technical assistance for states, tribal nations, or clean school buses or transit buses.

Required fields are marked with an asterisk (*).

Inquiry type *

Name *

Email *

Subject *

Message *

Send

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Panelists



Monisha Shah
Joint Office



Charles T. Brown
Equitable Cities



Daina Mann
Arizona DOT



Dianne Kresich
Arizona DOT



Brett Howell
Oregon DOT



Antoine Thompson
*Greater Washington
Region Clean Cities*



Tyler Herrmann
Louisiana Clean Fuels



Community Engagement Considerations for BIL Clean Transportation Programs (Monisha Shah, Joint Office)

*To ensure that we intentionally design our transportation system so that **everyone** can ride and drive electric...*



...we need to bring in everyone's voices, esp. in underserved communities.

DOE and DOT Prioritize the Power of Community



Department of Energy
Washington, DC 20585

U.S. Department of Energy's Equity Action Plan
Agency Lead: Shalanda H. Baker, Secretarial Advisor on Equity

Executive Summary

The Department of Energy (hereinafter DOE or the Department) is responsible for ensuring the Nation's security and prosperity by addressing its energy, environmental and nuclear challenges through transformative science and technology solutions. DOE maintains the Nation's nuclear weapons stockpile, reduces the threat of nuclear proliferation, oversees the Nation's energy supply, leads the Nation in areas of federally sponsored basic research critical to U.S. innovation and international competitiveness, carries out the environmental clean-up from the Cold War nuclear mission and maintains those sites, and operates 17 National Laboratories.

The Department's mission areas touch upon equity and provide an opportunity to advance justice. From the households grappling with issues of energy burden and energy insecurity, to the universities advancing basic research with Department funds and the business and community-based organizations that partner with DOE to deliver on its mission, the Department has an extraordinary reach. Executive Order (EO) 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, provides an opportunity for the Department to examine its internal processes and programs to ensure that the agency eliminates barriers to access, transform programs and policies to open even broader pathways for underrepresented groups to access DOE resources, and stand up new programs to better serve communities. EO 13985 provides an opportunity for the Department to continually strive for equity across its mission areas. Moreover, these actions and ongoing efforts will position DOE as a critical partner within an all-of-government approach to tackling the climate crisis. EO 13985—focused on equity within the Department's functions and programs— dovetails with the Department's efforts to ensure that 40% of the benefits of its clean energy, energy efficiency, and climate programs flow to underserved communities (the Justice40 Initiative) and provides the blueprint for delivering on the historic Justice40 Initiative.

In implementing EO 13985, the Secretary's Advisor on Equity (SAE) first stood up an Executive Steering Committee comprised of senior leaders from across the DOE complex. The Executive Steering Committee then embarked on a yearlong, comprehensive process to assess the whole of DOE's activities in the following areas: Procurement, Financial Assistance, Research and Development (R&D), Demonstration and Deployment (D&D); and Stakeholder Engagement. The Executive Steering Committee members led six teams comprised of over 150 DOE staff and managers representing a diverse cross-section of DOE programs and support functions. Each Working Group then provided its top priorities, which were based on an in-depth assessment of barriers to accessing DOE programs. From that list of priorities, the SAE determined the following top five Departmental priority actions to advance equity at DOE:

- 1) Address broad gaps in data collection to facilitate data-informed decision-making
- 2) Increase opportunities for new entrants in DOE acquisition (i.e., procurement and financial assistance).

1



U.S. Department of Transportation



Equity Action Plan
January 2022

Background on Justice40

WHAT is Justice40?

President Biden's Jan 2021 **EO14008: Tackling Climate Change at Home and Abroad** created the government-wide Justice40 Initiative, establishing the goal that at least **40% of the benefits of certain federal investments flow to disadvantaged communities.**

WHY Justice40?

Justice40 aims to **address decades of systemic inequitable historical policies and underinvestment in disadvantaged communities.** The initiative aims to bring resources to communities most impacted by climate change, pollution, and environmental hazards.

What Justice40 means for the U.S. Department of Transportation (U.S. DOT)

At the cusp of a generational investment in infrastructure through the Bipartisan Infrastructure Law and the Inflation Reduction Act, the Justice40 initiative is an opportunity to address gaps in transportation infrastructure and public services to uplift communities.



Prioritize Investments



Measure Impact and Improve Effectiveness



Strengthen Communities

Community Engagement in BIL Clean Transportation Programs

FHWA NEVI grant: formula grant program to state DOTs; Year 2 plans likely due late summer

- [Minimum standards](#) require state DOTs to complete a **Community Engagement Outcomes Report** in their state plans.
- **NEVI funds** can be spent on Community Engagement activities
- State plans available here: <https://driveelectric.gov/state-plans/>

FHWA CFI grant: competitive grant program; Applications due May 30th

- US DOT will prioritize Highly Recommended & Recommended projects that demonstrate exceptional benefits; and (Criteria #4) "includes **meaningful public engagement** throughout a project's life cycle"
- **Up to 5% of grant award** can be spent on **educational and community engagement** activities
- <https://www.fhwa.dot.gov/environment/cfi/>;

Joint Office grant: competitive grant program; upcoming

- [Community benefits plans](#)
- <https://eere-exchange.energy.gov/Default.aspx#Foaldb1c4caa3-4894-4552-8dd9-177d2552599f>;

Demonstration of Meaningful and Ongoing Community Engagement

- Establishing or co-creating goals
- Identification and inclusion of underserved communities
- Creating space at the table
- Creating an ongoing process
- Commitment to effective implementation



Meaningful community engagement can **improve outcomes** by helping to inform decisions with the **needs, interests, and concerns of affected stakeholders** and groups.

Using the EV Charging J40 map and local knowledge to focus on DACs

Provide education & information on EVSEs

Receive input on DAC priorities and concerns

Publicly summarize input from DACs

Communicate program design decisions

Communicate and validate benefits received; update program design

How community engagement informed EVSE planning in Pennsylvania

1. Who they met with and what they asked them

Advocacy and Equity Groups – Outreach Highlights

- Majority of advocacy and equity groups have been involved in planning for EV charging infrastructure.
- Majority of small businesses were unsure if they would apply for grant funding if they were required to provide the 20% match.
- Advocacy and equity participants recommended splitting high-use areas and environmental justice (EJ) areas as locations of priorities after AFC build out, community meetings, public transit & micro mobility hubs in low-income communities, and small and disadvantaged business enterprise (SBE/DBE) requirements to include in the NEVI State Plan to address equity.
- Participants recommended goals for the plan to include allowing for small businesses to have access to funding, accurate electric consumption reporting and billing for consumer, a process to analyze outcomes to adjust plan on an annual basis, and to tie into other state plans for EV deployment, environmental improvements, and equitable development.
- Provide ample opportunities for community input.
- Leverage the federal Justice40 initiative to ensure benefits are shared equally by disadvantaged population.
- Ensure accessibility at all charging sites.

2. What they said...

3. How it was incorporated into the NEVI State Plan Development

Using Engagement to Inform NEVI State Plan Development

The stakeholder engagement sessions and surveys were instrumental in shaping and defining the development of the NEVI State Plan and will be used to guide future plan revisions, program processes and procedures. Examples of how input from engagement was used within the current plan includes the following:

Session/Survey	Examples of How Engagement Used
Advocacy and Equity	<ul style="list-style-type: none"> • The plan includes specific goals and objectives for equity that were developed with support of engagement input. • The plan expanded discussion and emphasis on equitable development, outreach, and benefits, which are essential to the NEVI Program. • PennDOT is working to further enhance ways to ensure small and disadvantage business enterprises are aware of and have opportunities to compete for NEVI formula funding.

Attachment: Example Equity Stakeholders and discussion questions

- Gov. Commission on Latino, APA, LGBTQ, African-American Affairs
- NAACP
- PA Developmental Disabilities Council
- The African-American Chamber of Commerce of W. PA
- US EPA EJ WG

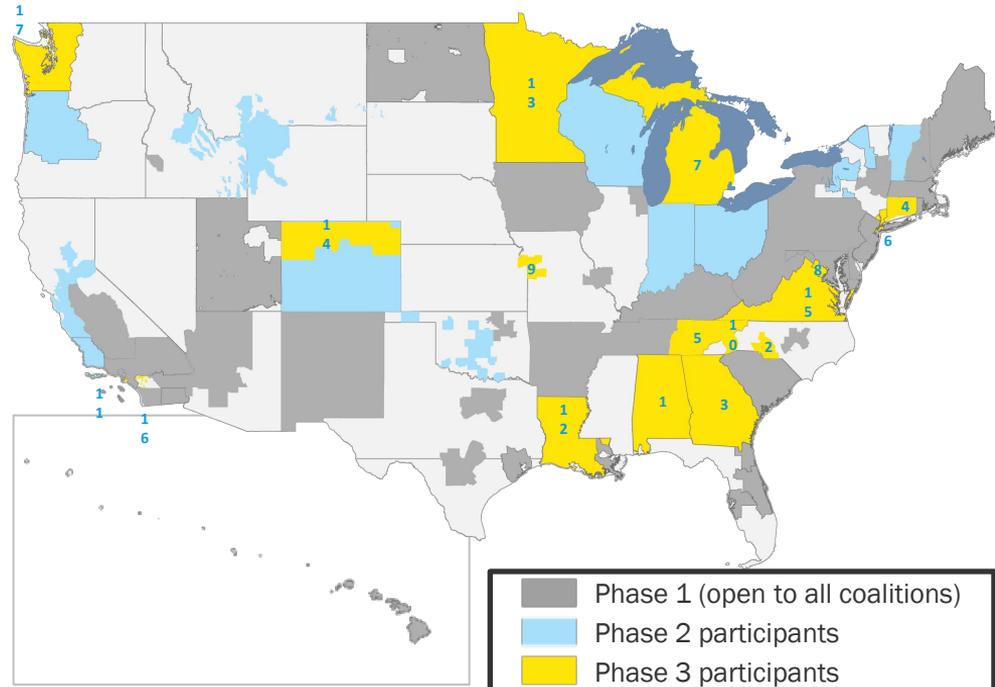
Clean Cities

Energy and Environmental Justice Initiative

<https://cleancities.energy.gov/energy-and-environmental-justice/>

Phase 3 Participants:

1. Alabama Clean Fuels Coalition
2. Centralina Clean Fuels Coalition
3. Clean Cities Georgia
4. Connecticut Southwestern Area Clean Cities
5. East Tennessee Clean Fuels Coalition (Knoxville)
6. Empire Clean Cities (New York)
7. Michigan Clean Cities
8. Greater Washington Region Clean Cities (DC)
9. Kansas City Regional Clean Cities
10. Land of Sky Clean Cities (Western North Carolina)
11. Long Beach Clean Cities
12. Louisiana Clean Fuels
13. Minnesota Clean Cities Coalition
14. Northern Colorado (Fort Collins)
15. Virginia Clean Cities
16. Western Riverside County Clean Cities Coalition
17. Western Washington Clean Cities



Phase 1: Webinar series open to all Clean Cities Coalitions

Spring 2022

Phase 2: Deep dive workshops for 29 coalitions

Summer/Fall 2022

Phase 3: Hiring of a community engagement liaison for 17 coalitions

Spring/Summer 2023



Poll Questions



**Community Engagement in
Transportation
(Charles T. Brown, Equitable Cities)**



**AZEVPlan Electric Vehicle Infrastructure
Deployment Plan
(Daina Mann and Dianne Kresich,
Arizona Department of Transportation)**



ADOT

AZEVPLAN

Electric Vehicle
Infrastructure
Deployment Plan

ADOT EV Plan Public Involvement Overview

EV Consultant: AECOM

Goals

- **Facilitate informed input on plan.** Provide info on plan objectives, analysis, EV charging basics, federal requirements, timelines for plan development and implementation.
- **Secure participation from a broad cross-section of Arizonans,** as well as key stakeholders with an interest in EV development.
- **Gain insight into Arizonans' views on EV use,** including propensity for EV adoption and barriers to use.
- **Understand the public's priorities** related to **station siting and amenities** and **prioritizing EV corridors.**
- Determine the community's **perception of EV network concerns.**



ADOT EV Public Involvement Plan Elements

Phase 1 - Summer 2022

Goals:

- Educate about NEVI plan, requirements
- Determine EV propensity/preferences
- Prioritize interstate AFCs for EV network

Activities:

- Virtual Public Meeting
- Virtual Stakeholder Workshop
- Online public survey & stakeholder survey
- 1:1 stakeholder meetings/calls
- Tribal outreach



ADOT EV Public Involvement Plan Elements

Phase 2 - Fall 2022

Goals:

- Provide details on ADOT's approved EV plan
- Prioritize future non-interstate AFCs
- Seek input on EV plan implementation

Activities:

- In-person public meetings (5)
- Online public survey
- 1:1 stakeholder meetings/calls
- Tribal outreach



ADOT EV Public Involvement Plan Elements

Notification methods

- Website: azevplan@azdot.gov
- Ads - statewide, local, tribal publications
- GovDelivery emails
- Social media
- News releases
- Key stakeholder communications

Translation/interpretation

- EV public materials translated into Spanish
- Spanish & Navajo interpretation



ADOT EV Plan Public Involvement Results

Public Meetings: 725 attendees

- Virtual public meeting: 302 attendees
- Virtual stakeholder meeting: 245 attendees
- In-person meetings: 178 attendees

Surveys: ~2,500 responses

- Public survey 1 : 919 responses
- Public survey 2: 1,423 responses
- Key stakeholder survey: 157 responses

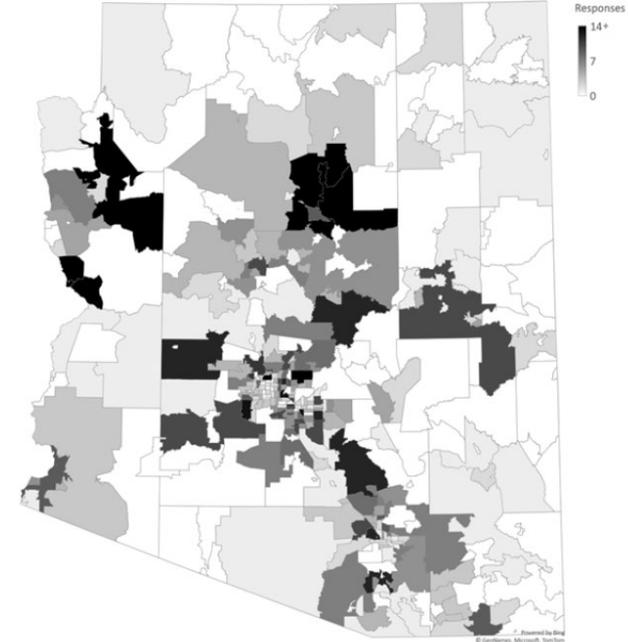
Other

- Email list : ~3k sign-ups
- Constituent inquiry responses: ~400
- 1:1 meetings/calls: ~60

Participation demographics

- Good statewide geographic distribution
- Lower % participation from minorities vs state population

Figure 6 - Map of Survey Respondents by ZIP Code



ADOT EV Plan - What we heard from the public

EV Use Propensity

- **High participation from current/potential EV users.** 36% own an EV; 34% plan to buy one.
- **Factors holding back an EV purchase:** Ability to travel long distances, purchase price, convenience of charging an EV.

Desires

- **Expand EV network beyond interstates** for access in rural, tribal areas.
- **Station amenities/priorities:** Shade, safety, security, pull-through stations for trailers, place near existing amenities (food, bathrooms, etc.
- **More stations** vs. station amenities

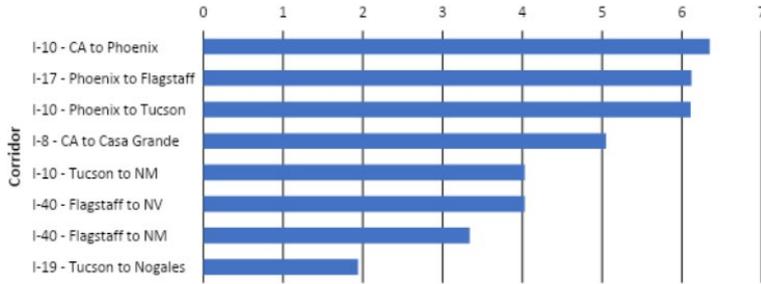
Concerns

- **Impact of EV stations on electrical demand, other env concerns.**
- **Impact to ADOT revenues** from EV users not paying gas tax.
- **Feasibility of EV charger installation** in areas without adequate utility infrastructure.



ADOT EV Plan Survey - corridor priorities

Figure 5: Public Respondents' Ranking of AFCs for EVSE Implementation



Roadway	Selections	Selection Rate
SR 64: I-40 to Grand Canyon National Park	409	40.0%
SR 87: Phoenix to Payson	382	37.3%
SR 69: I-17 to Prescott	373	36.5%
SR 179: I-17 to Sedona	365	35.7%
US 89: Flagstaff to UT	353	34.5%
US 60: Phoenix to Wickenburg	275	26.9%
US 60: Phoenix to Globe	248	24.2%
US 93: Wickenburg to I-40	245	23.9%
US 93: Kingman to Hoover Dam	241	23.6%
SR 260: Payson to Show Low	238	23.3%
SR 85: I-8 to I-10	195	19.1%
US 160: US 89 to Four Corners	193	18.9%
SR 89/89A: SR 69/169 to north end of route	164	16.0%
SR 77: Tucson to Pinal County	161	15.7%
US 60: Show Low to NM	160	15.6%
SR 260: Camp Verde to Sedona	154	15.1%
SR 90: I-10 to Bisbee	149	14.6%
SR 347: Maricopa to I-10	137	13.4%
SR 287: Casa Grande to I-10	115	11.2%
SR 68: US 93 to Bullhead City	99	9.7%
US 95/SR 95: San Luis to Bullhead City	96	9.4%
SR 77: SR 260 to I-40	89	8.7%
SR 80: Bisbee to Douglas	71	6.9%

ADOT EV Public Involvement Plan Elements

Phase 3 - Spring/Summer 2023

Goals

- Input for 2023 EV plan update
- Announce selected non-interstate AFCs
- Disclose charging station pricing strategy

Activities

- Virtual public meeting
- Tribal/key stakeholder meetings
- Public hearing



Questions



AZEVPLAN

Electric Vehicle
Infrastructure
Deployment Plan

ADOT



**ODOT NEVI Community Engagement
(Brett Howell,
Oregon Department of Transportation)**

ODOT NEVI Community Engagement

4/11/2023

ODOT Community Engagement Goals

- Provide a high level overview of the National Electric Vehicle Infrastructure (NEVI) Program
- Facilitate collaboration among key stakeholders
- Solicit input on what the public would like prioritized in the development of NEVI charging stations
- Learn about what the public was most excited about and what concerns they had related to NEVI

NEVI engagement 2022

596

Total Survey Respondents

383

EV Drivers

90

Interested in being Site Hosts

*As of 1/31/2023



Available on the NEVI website

Webinars

2

Interest Group Presentation



One on One Meetings

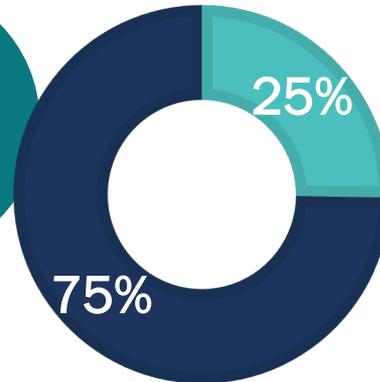


75

8
Suggested Locations

Types of Chargers Suggested

Level 2



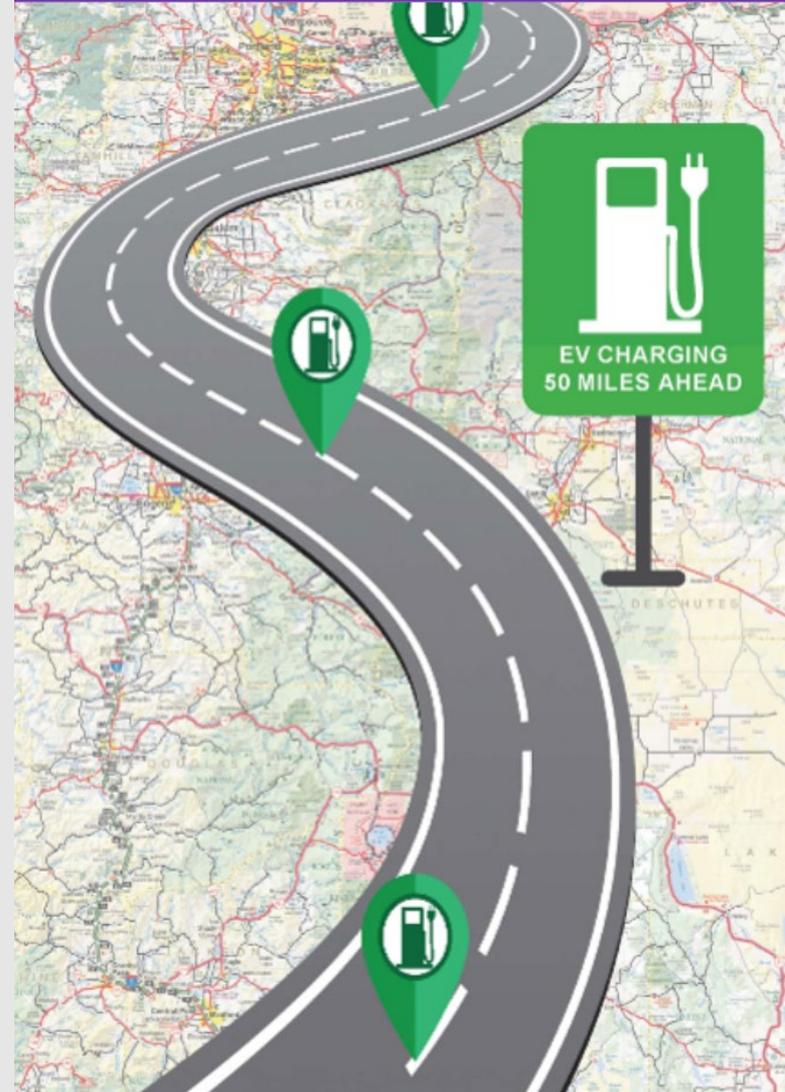
5

Targeted Information & Listening Sessions

115+
Participants

NEVI Engagement 2023

- Online Open House
- In Person Community Meetings
- Virtual Community Meetings
- Area Commission on Transportation Presentations



NEVI engagement 2023: online open house and surveys

Stations



ODOT's role in delivering NEVI projects.



What to Expect



Benefits for you and your community



Project details



Project details



Project details



Timeline for the first year NEVI program in Oregon

- Three individual surveys
- Allow for thorough written responses to inform writing of RFP

What do you see as the most important benefits of more EV fast charging stations along I-205?

	Very Important	Important	No Opinion	Somewhat Important	Not Important
Reduce greenhouse gas emissions and address climate change.	<input type="radio"/>				
Give people more confidence when purchasing an EV.	<input type="radio"/>				
Make EV owners more confident their EV can get them where they need to go.	<input type="radio"/>				
Potential for business opportunities at host sites.	<input type="radio"/>				
Other (write-in answer)	<input type="text"/>				

NEVI engagement 2023

132

Total Survey Respondents

Launched	Concluded
Jan 19	Mar 31

93

EV Drivers

80%

“More confidence my EV will get me where I need to go”

*As of 1/31/2023

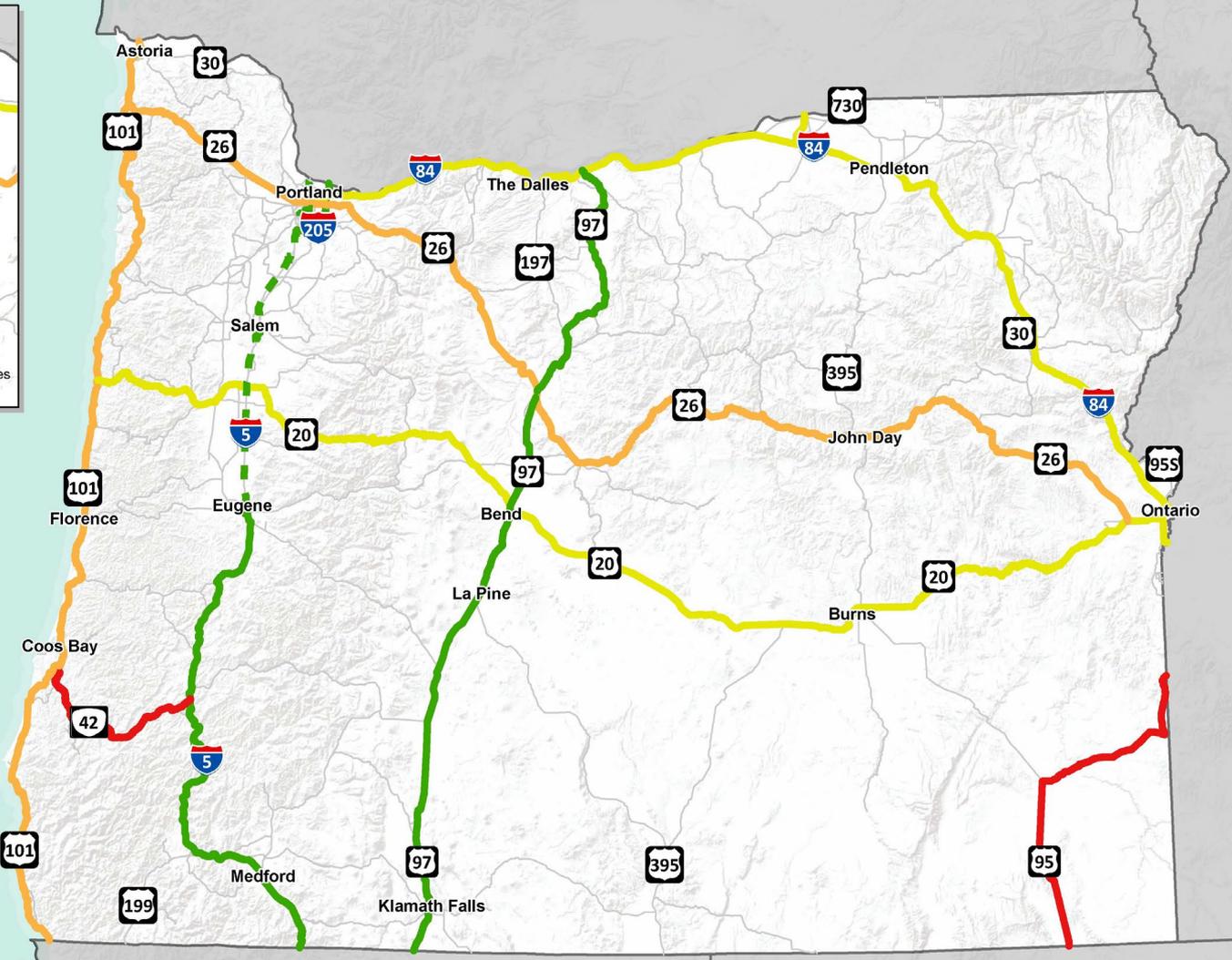


Available on the NEVI website

Other Survey Results

88% of respondents indicated that safety features like 24 hour lighting and security cameras were very important or important

75% of respondents indicated that connecting a rural or smaller community to the greater EV charging network was either very important or important



9 In Person and Virtual Community Meetings

Consistent themes:

“Consider geography and climate”

“Make sure stations are reliable and well maintained”

“Affordable pricing and workforce training”

“Important to connect rural Oregon to the EV charging network”

“Realistic timelines: electrical capacity, supply chain concerns”

“Encourage utility outreach early and often”

Thank you!



Contact: Brett Howell – brett.howell@odot.oregon.gov



**Community Engagement Tips
(Antoine M. Thompson,
Greater Washington Region Clean Cities
Coalition)**

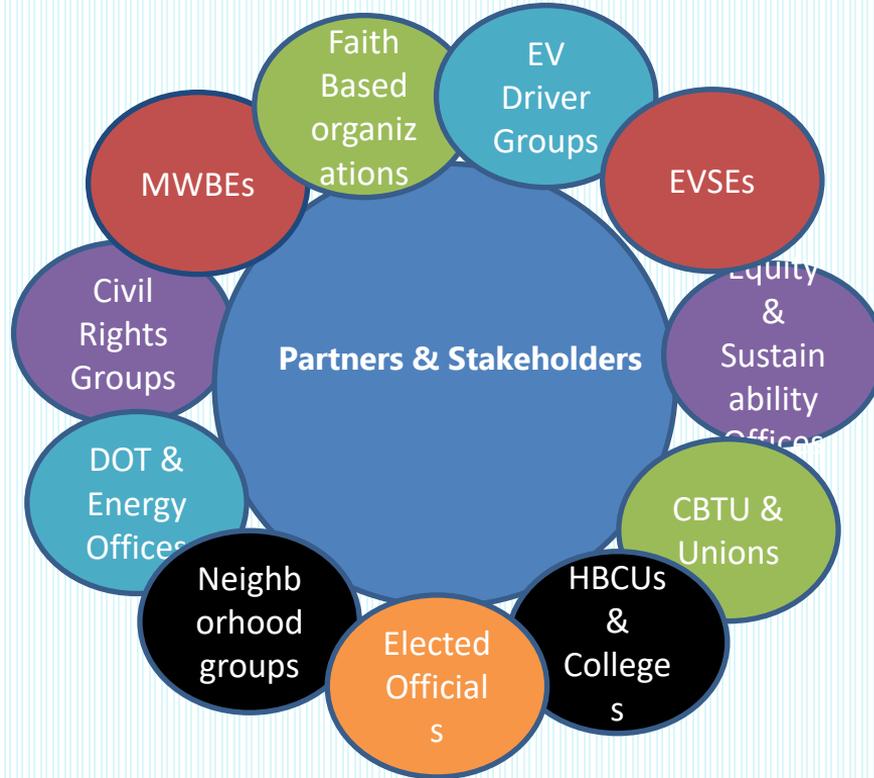


Community Engagement Tips

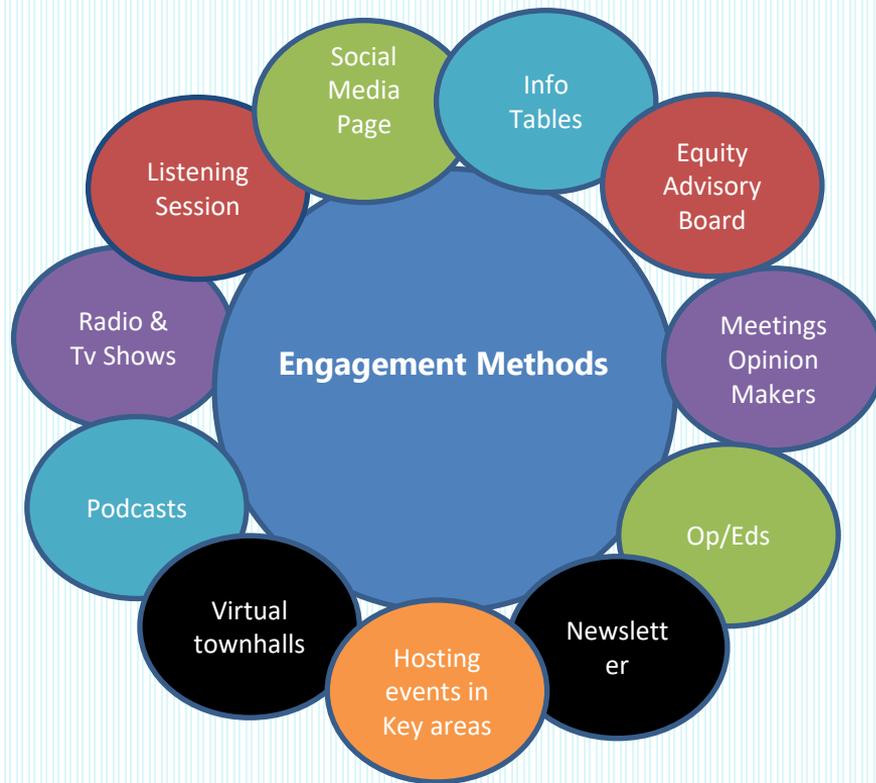


Antoine M. Thompson, Executive Director
April 2023

Partner & Stakeholder Asset Map



Engagement Methods & Strategies



EV Charging at Apartments & Condos

Join us as we bring together subject matter experts speaking on the future of EV charging stations in condo, senior living, public, and private apartment dwelling residential housing.

08.09.22
11 AM-12 PM
HOSTED ON THE ZOOM PLATFORM

M O D E R A T O R

Antoine Thompson
Executive Director
GWRCCC

Brian Gillespie
Energy Case Mgr. - NY, MD, DC
EnergyConnect

Sheryl E. Ponds
President
DaiTechCorp

Luis D. MacDonald
President
Autoflex Fleet, Inc.

Whit Jamison
President
North Mobility

EVChargingatapts.eventbrite.com

NEW YORK STATE ASSOCIATION OF BLACK, PUERTO RICAN, HISPANIC & ASIAN LEGISLATORS, INC.

NEW YORK STATE ELECTRIC VEHICLE EQUITY

REMARKS

HONORABLE LATRICE WALKER
13th DISTRICT SENATOR
CHAIR OF NYASAPRHL

ANTOINE THOMPSON
EXECUTIVE DIRECTOR
STATE SENATOR

HONORABLE SILVANA NE
10th DISTRICT SENATOR
COMMITTEE CHAIR, INFRASTRUCTURE WORKING GROUP

ADAM RUDE
HONORABLE SENATOR
CLEAN TRANSPORTATION

DR. SHELLEY FRANCELLO
EXECUTIVE DIRECTOR
EVRI-BUSINESS

"How Cities and NY State Can Utilize Incoming Federal Funding To Equitably Advance Electric Vehicles"

APRIL 8 2022
TIME - 2:00 P.M. ET

HILTON ALBANY KELSEY ROOM
40 LODGE ST ALBANY, NEW YORK



BLACK Leaders in Transportation & Energy Webinar

In honor of Black History Month, GWRCCC is bringing together Black industry leaders & subject matter experts from the DMV to discuss their experiences in the clean energy & transportation spheres.

FRIDAY 02.24.2023
10 am - 11 am
HOSTED ON ZOOM

M O D E R A T O R

Antoine Thompson
Executive Director
GWRCCC

Kelly Crawford
Sr. Advisor for Energy Equity and Environmental Justice
U.S. Department of Energy (DOE)

Tim Fitzgerald
Fleet Management Administrator
DC of Department of Public Works

Charles Small
Deputy Assistant Secretary-Intergovernmental Affairs
U.S. Department of Transportation (DOT)

R. Denise Everson
Leader of Making & Keeping Friends
Thinkston Group, LLC

Semia Hackett
Deputy Associate Director
Prince George's Department of Public Works and Transportation

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presented by **NYSABPRHL** **EVHYBRIDNOIRE** **GREATER WASHINGTON REGION Clean Cities Coalition**

Join the Greater Washington Region Clean Cities Coalition for the **Women in ALTERNATIVE FUELS** VIRTUAL Workshop

IN CELEBRATION OF WOMEN'S HISTORY MONTH

TUESDAY 03.22.22
11 AM EST
HOSTED ON THE ZOOM PLATFORM

M O D E R A T O R

JILL HAMILTON
Sustainable Energy Strategies, Inc.

CARLA LONGSHORE
District Department of Transportation

SHERYL PONDS
DaiTechCorp

ANNE STECKEL
Principal & founder
Ardent Strategies

MARGARET SMITH
Technology Manager
U.S. Department of Energy

EMBERLY HARDEN
Assistant Manager
Greater Washington Region Clean Cities Coalition



Thank you!



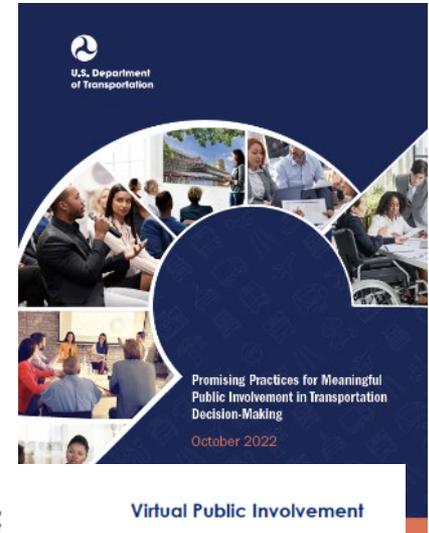
Community Engagement (Tyler Herrmann, Louisiana Clean Fuels)



Questions and Answers

Additional Helpful Resources for Community Engagement

- Public Involvement Techniques for Transportation Decision Making - [Public Involvement Techniques for Transportation Decisionmaking \(dot.gov\)](#)
- Virtual Public Involvement – [Virtual Public Involvement - Public Involvement - Planning - FHWA \(dot.gov\)](#)
- How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decision Making – [webbook.pdf \(dot.gov\)](#)
- Every Place Counts Leadership Academy Transportation Toolkit – [Every Place Counts Leadership Academy \(transportation.gov\)](#)
- Frequently Asked Questions: [National Electric Vehicle Infrastructure \(NEVI\) Formula Program Q&A \(dot.gov\)](#)
- [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#)



Virtual Public Involvement

Virtual public involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology.

Innovative virtual public involvement techniques provide state departments of transportation (DOTs), transit agencies, metropolitan planning organizations (MPOs), and rural transportation planning organizations (RTPOs) with a platform to inform the public and receive feedback. These strategies create efficiencies in how information is disseminated and how input is collected and considered, which can potentially accelerate planning and project development processes.

ENCOURAGING PUBLIC ENGAGEMENT

Public involvement is a critical component in the transportation decision-making process, allowing for meaningful consideration and input from interested individuals. As daily users of the transportation system, the public has useful opinions, insights, and



Virtual public involvement tools include online surveys, visualization, and telephone focus calls.

Nearly all State DOTs and most MPOs and local



Upcoming Webinar Topics

April 18th

Sample Cybersecurity
Procurement Clauses

April 25th

Community Charging Models



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** Some dates may be subject to change*

Thank you!

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Community Engagement in
Transportation

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