



Joint Office of
**Energy and
Transportation**

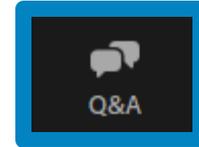
Ride Electric: The Importance of Multimodal Transportation

12/5/2023

driveelectric.gov

Zoom Tips and Housekeeping

- 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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If you speak during the webinar or use video, you are presumed to consent to recording and use of your voice or image.

Agenda

Introduction from the Joint Office

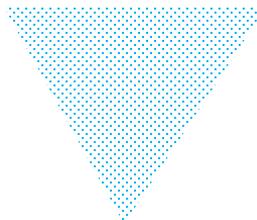
Brief Presentations from panelists

Panel Discussion

Audience Q&A



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 (CFI) 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.
- **Concierge service** (phone, email, web form) to efficiently route technical assistance requests.
- 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

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

Communities

The Joint Office provides technical assistance for [communities](#) planning and deploying electric charging and alternative fueling infrastructure under 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.

Riders

The Joint Office and partner agencies work to accelerate an electrified transportation system, helping communities increase access to electrified transportation options for [riders](#), including cars, buses, bicycles, scooters, and shared fleets.

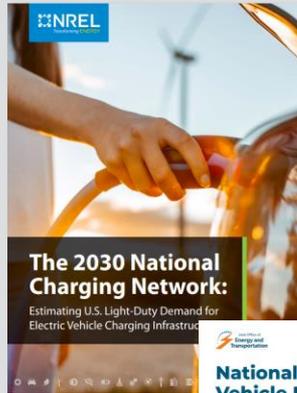
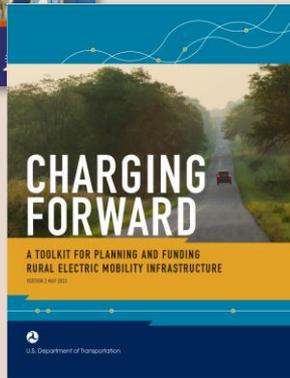
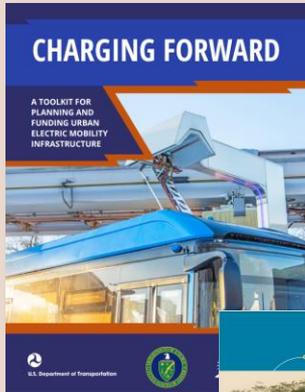
driveelectric.gov/technical-assistance

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

Rural and Urban EV Toolkits

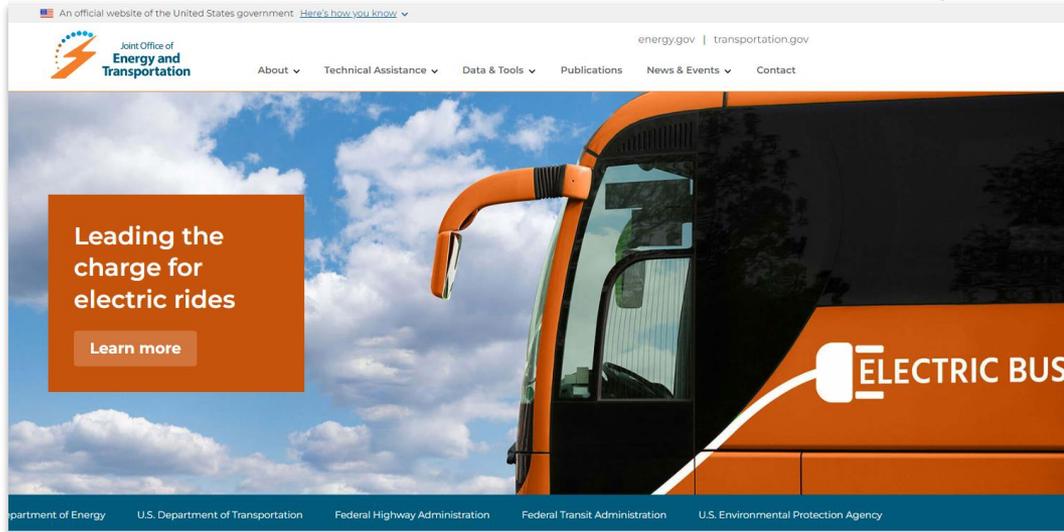
Forecasts and Reports

Help Sheets and Checklists



New Resources

RideElectric.gov



DriveElectric.gov/ communities

- Request assistance via online form

- Initial response within 48 hours

- General questions and feedback welcome!

An official website of the United States government: [Here's how you know](#)

energy.gov | transportation.gov

Joint Office of Energy and Transportation

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Contact Us

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Subject *

Message *

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Intro from Executive Director Gabe Klein



Polling Questions

Panelists



Debs Schrimmer
Joint Office



Katy Burgio
NYC Housing Authority



Jon Hunter
American Lung Association



Abby Brown
*National Renewable Energy
Laboratory*



Kevin Osborn
*Federal Transit
Administration*

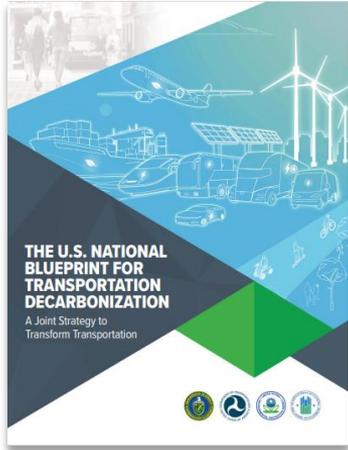


Tory Coffin
*U.S. Environmental Protection
Agency*



Innovative Approaches to Electric Micromobility and Shared Fleets

- Debs Schrimmer, Joint Office**
- Katy Burgio, NYCHA**
- Jon Hunter, American Lung Association**



Goal: Eliminate greenhouse gas emissions associated with the transportation sector by 2050 and ensure resilient and accessible mobility options for all Americans.

Convenient



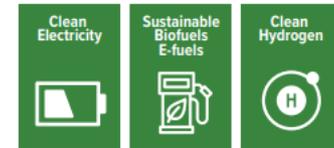
Improve Community Design
and Land-use Planning

Efficient



Increase Options to Travel
More Efficiently

Clean



Transition to Zero Emission
Vehicles and Fuels



By the Numbers:

- Approximately **31% of all households in the U.S.** (44 million) live in multifamily housing.
- **25% of all apartment households in the U.S.** (2.5 million) do not have a vehicle.
- About **63% of all rental households in the U.S.** (28 million) live in multifamily housing.

Sources:

<https://www.nahb.org/other/consumer-resources/types-of-home-construction/Multifamily>

<https://www.nmhc.org/research-insight/quick-facts-figures/quick-facts-resident-demographics/household-characteristics/>



SAFEMicromobility at NYCHA

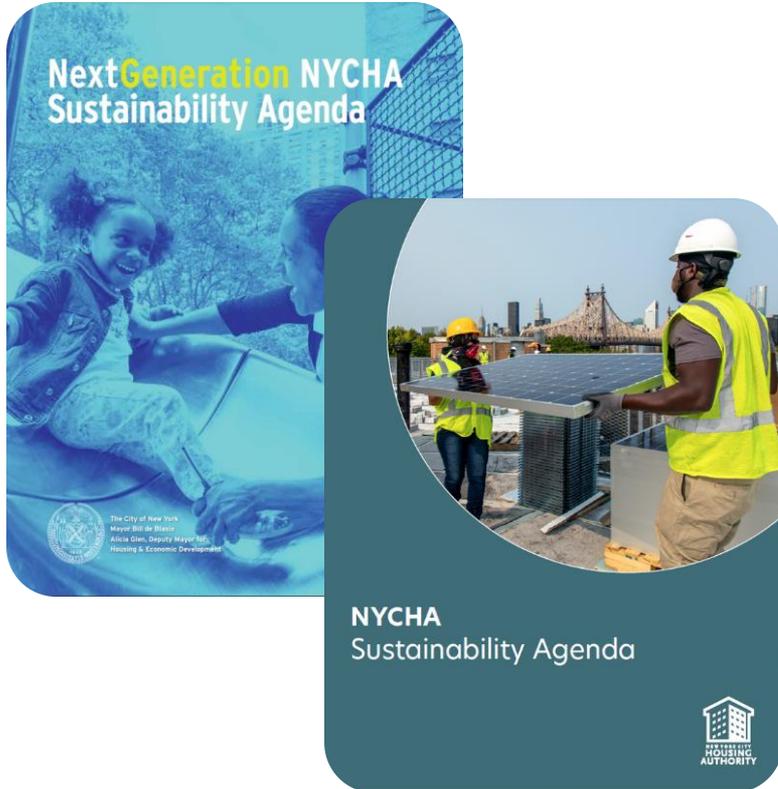
Sustainability Programs

NYCHA Asset & Capital Management

Katy Burgio

December 5, 2023

NYCHA Overview



2016 Sustainability Agenda

- Energy reduction goals
- Green infrastructure and resiliency planning
- Establish a waste management plan

2021 Sustainability Agenda

- Reduce GHG by 80% by 2050
- Continue resiliency planning and green infrastructure installations
- Grow workforce development programs
- Re-envision waste management infrastructure

Sources (public): [NYCHA NextGeneration Sustainability Agenda](#), [NYCHA 2021 Sustainability Agenda](#)

Electric micromobility devices are critical for NYCHA residents, but properties do not provide safe charging and storage options

Micromobility devices (e-bikes, e-scooters) are an increasingly important component of urban transport systems

- E-bikes made up 32% of all Citi Bike rides in 2021 while only being 20% of the fleet
- Many low-income New Yorkers are employed in the gig economy as delivery workers – utilizing e-bikes as their main mode of transportation & work

Lack of safe charging and storage options:

- Has led to increase incidence of fires and safety risks – 220 Li-Ion Battery Fires in NYC in 2022
 - Example: December 2021 at NYCHA's Riis Houses; other Li-ion Battery Fires at NYCHA:
 - 2021 – 17
 - 2022 – 16
 - 2023 – 7 (as of September)
- Discourages take-up of micromobility solutions that can support economic mobility



NYCHA proposes to install 173 micromobility charging and storage stations at 53 NYCHA developments with RAISE funds

- **Project:** Safe Access for Electric Micromobility (SAFEMicromobility)
- **Funding:** NYCHA awarded FY23 USDOT RAISE grant for \$25M with \$7.8M match
 - Project Total: \$32.8M
- **Scope of Work:** provide safe & convenient storage and charging areas for micromobility devices (e-bikes, e-scooters)
- **Location(s):**
 - 173 stations across 53 developments across all 5 boroughs
- **Anticipated Construction:** 2025
- **Support:** Senator Chuck Schumer, Senator Kristen, Gillibrand, NYC Councilmember Alexa Avilés

Project will build on NYCHA's existing pilot with ConEd at 4 developments

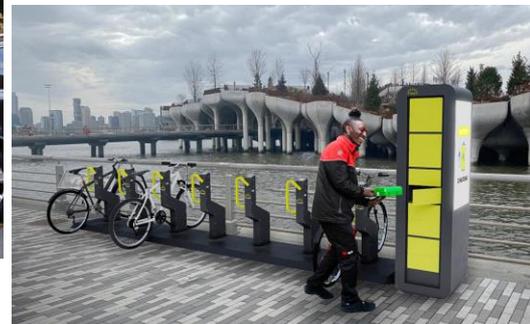
- NYCHA population directly benefiting (290K) is ~2% of USDOT local population (18.3M)

Prioritized NYCHA developments

- Campus style developments
- NYCHA directly managing property
- Not exclusively / primarily senior buildings

Assumptions

- Each stations accommodates 12 micromobility devices
- 1 station per 1,200 residents (1 port per 68 residents)



Project will drive benefits in safety & security, environmental sustainability, economic opportunity, and quality of life and community connectivity

Safety & Security

- Provide safe, secure, and affordable charging option
- Remove fire safety concerns due to the lithium-ion batteries

Environmental Sustainability

- Catalyze micromobility devices as preferred mode of transport (instead of cars), reducing GHG emissions and air pollution
 - Substituting car travel for an e-bike can reduce emissions by ~24 MTCO₂ per year
 - Air pollutants higher than average in Economic Justice communities, including most NYCHA developments

Quality of Life & Community Connectivity

- Micromobility can provide greater connectivity to other parts of the community and City
 - Especially where NYCHA development in transit deserts, increasing reliance on cars
- Micromobility devices also support residents to:
 - Avoid New York City traffic, resulting in quicker commute times
 - Improve physical health through inadvertent exercise
 - Improve mental health due to being outdoors and active

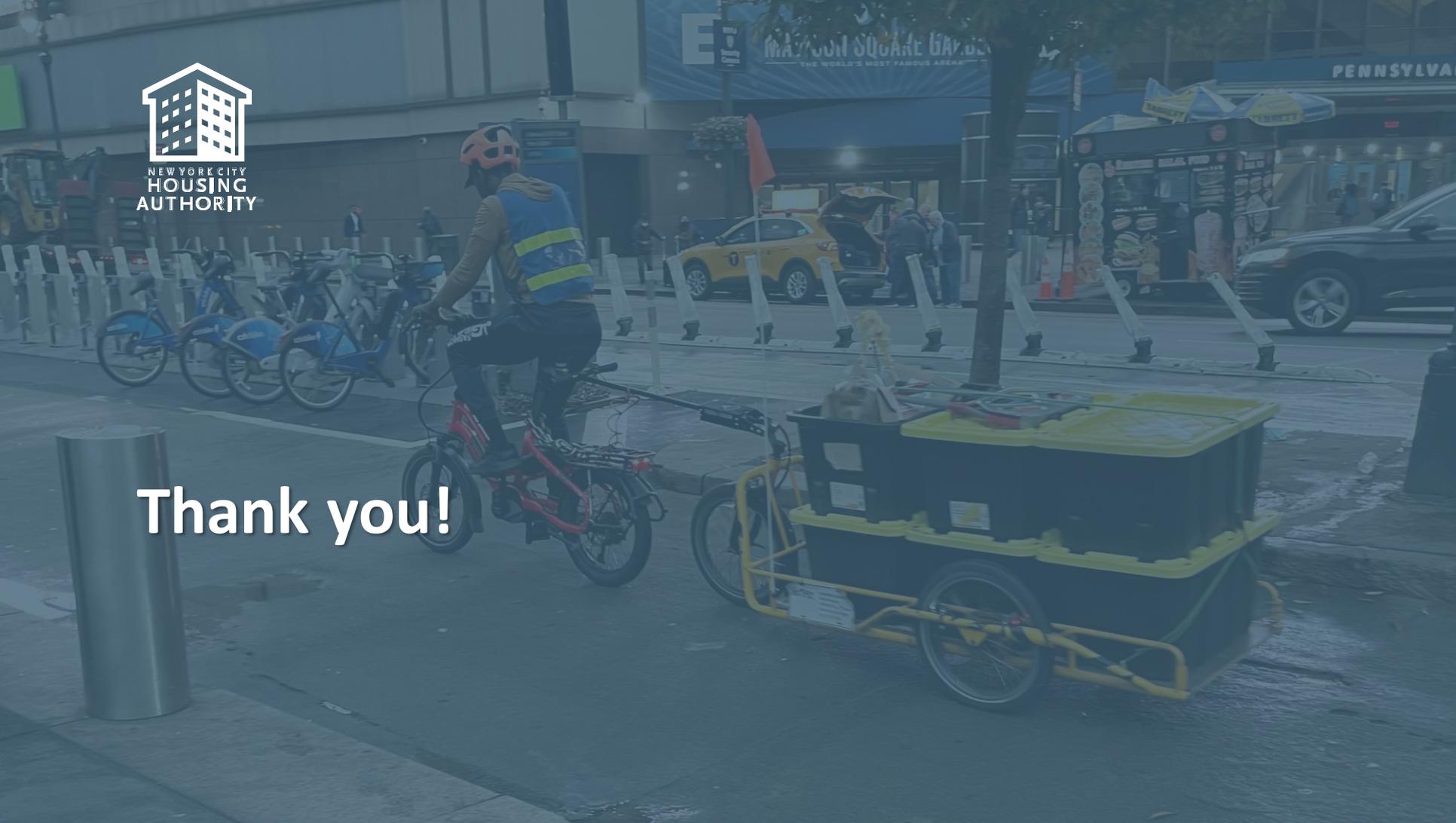


Economic Competitiveness & Opportunity

- Facilitate jobs requiring micromobility solution
- Provide green job opportunities
- Greater affordability of transport and reliability of transport times vs. cars and other options



Thank you!





Evie Carshare & EV Spot Network

Expanding EV Access in the Twin Cities

Jon Hunter
Senior Director, Clean Air
Jon.Hunter@lung.org

Evie Carshare & EV Spot Network

Plus multi-family carsharing program



170 Carshare EVs
EvieCarshare.com



70 Curbside Sites
EVSpotNetwork.org



25 Multi-family
Sites
Hourcar.org/multifamily

Partially funded by \$6.65m competitive award to American Lung Association / Minnesota Clean Cities Coalition from by the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE) under the Office of Vehicle Technologies Award Number DE-EE0009226.



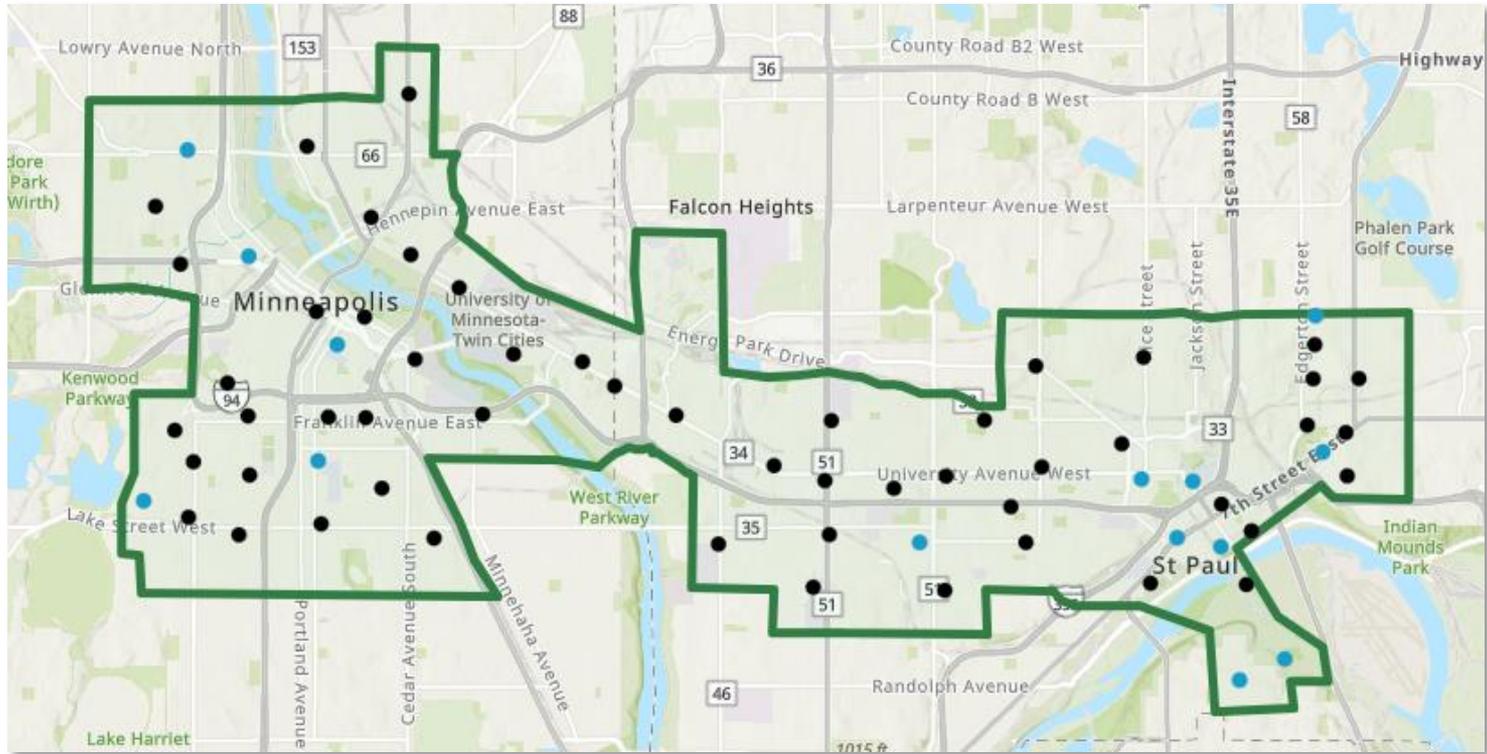
(and many other partners)

EV Spot Network & Evie Carshare



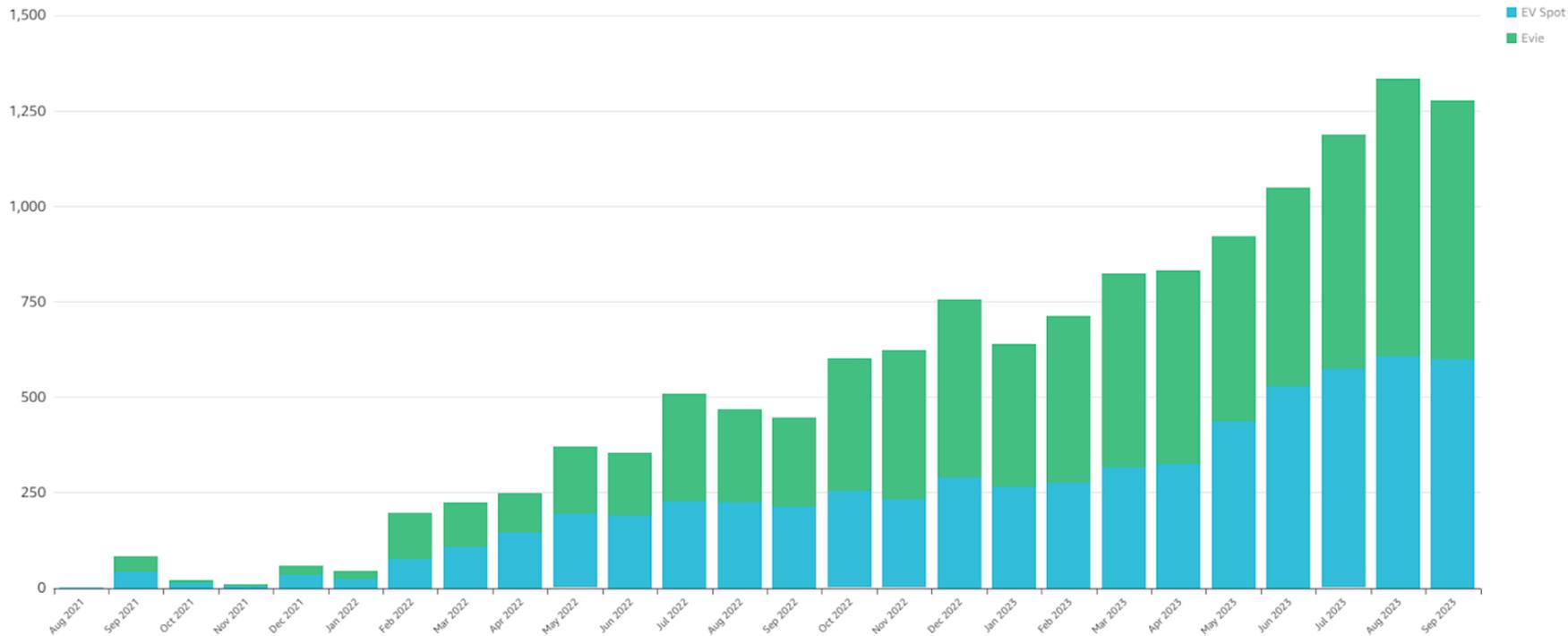
EV Spot Network

Existing locations and Evie service territory



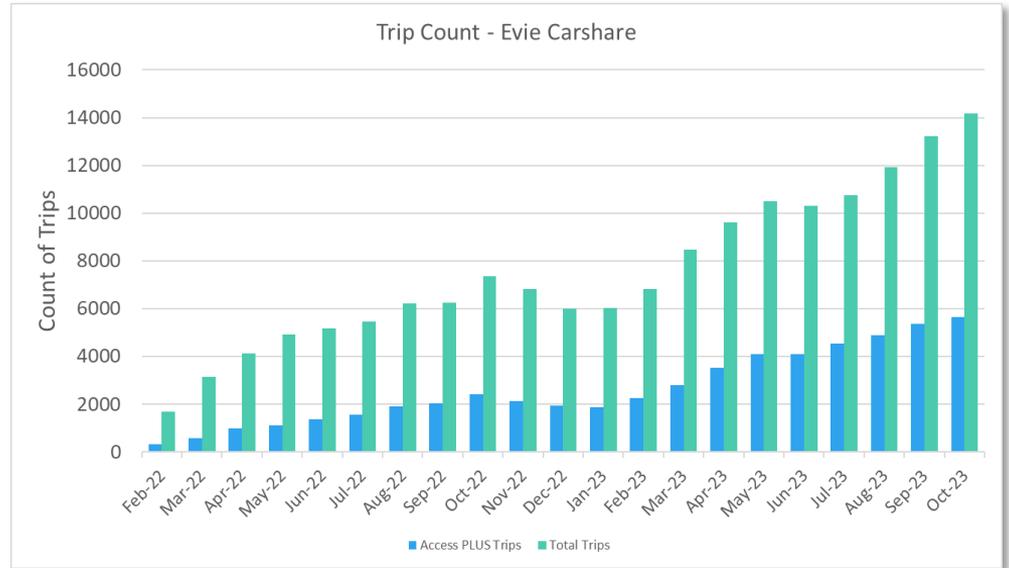
Charging Session

Number of Charge Sessions per Month



Evie Carshare Impact 2022-23

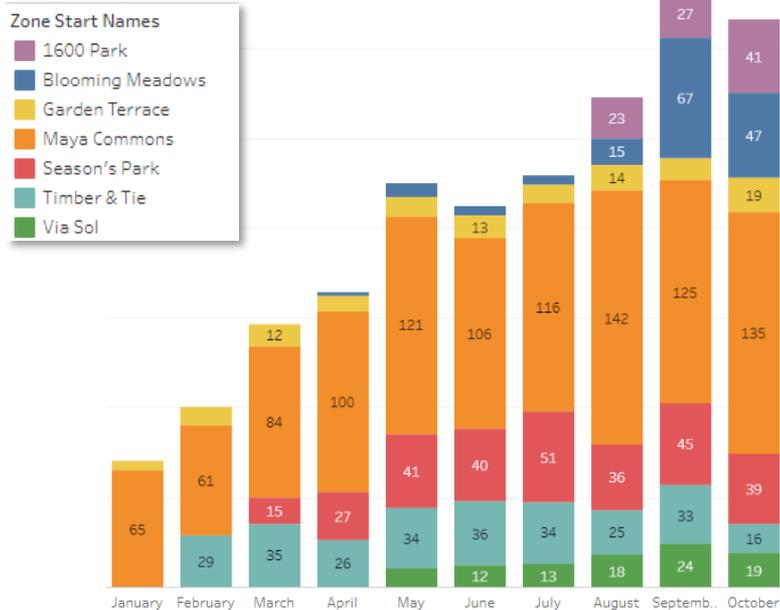
- **4,289 unique users**
- **160,000 trips (over 100,000 in 2023)**
 - **38% of total usage came from BIPOC/non-white members**
 - **40% of total usage came from very low-income members**
 - **13% of total usage came from BIPOC/non-white members who are also very low-income**
- **1.6 million miles driven**
 - **More than 1 million in 2023**
 - **That's over 6 trips to the moon and back!**
- **5,600 metric tons of greenhouse gas reduced**
- **\$16 million saved on transportation costs**



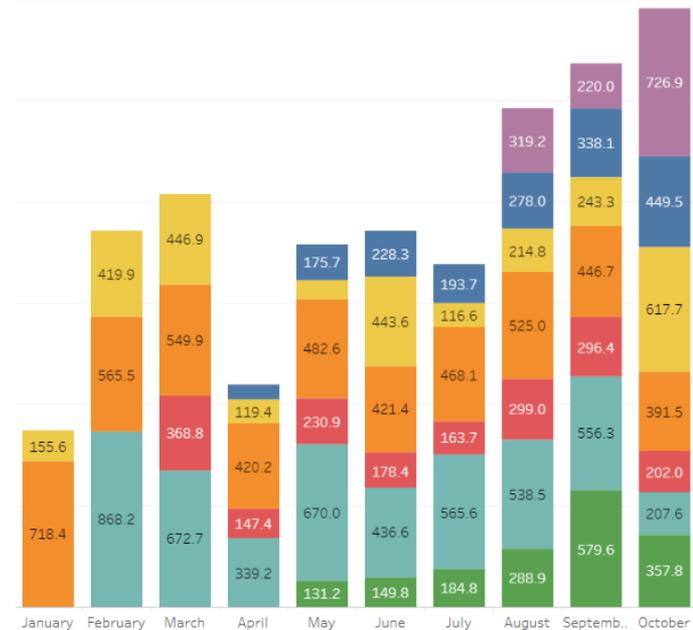
Multi-family Site Use

Roundtrip carsharing

Total Number of Trips

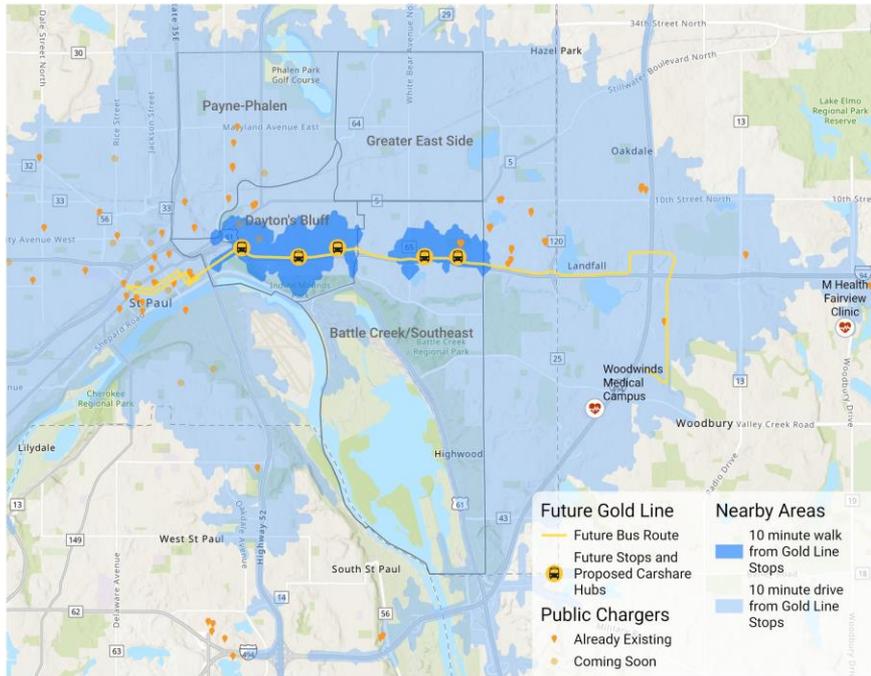


Total Duration of Trips



What's Next

East Side Expansion



New Funding for Expansion

- Significant community engagement
- 5 new community-identified charging sites
- 5 charging sites on new Bus Rapid Transit line

Thank You!

EvieCarshare.com
EVSpotNetwork.org



Jon Hunter
651-268-7601
Jon.Hunter@lung.org
CleanAirChoice.org

 American
Lung Association.
Clean Air Choice.

 MINNESOTA
CLEAN CITIES



Supporting the Transition to Zero-Emission Buses

- Abby Brown, NREL
- Kevin Osborn, FTA
- Tory Coffin, EPA



Joint Office of
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Transportation**

Transit and School Bus Technical Assistance

Abby Brown

driveelectric.gov

BIL Programs Supported by the Joint Office

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\$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



U.S. Department of Transportation
Federal Transit Administration



Joint Office of
**Energy and
Transportation**

U.S. DEPARTMENT OF
ENERGY

Office of **ENERGY EFFICIENCY
& RENEWABLE ENERGY**



Technical Assistance Background

- NREL and other national labs have provided technical assistance to Clean Cities coalitions for nearly 30 years
- Technical Support
 - Data
 - Tools
 - Resources



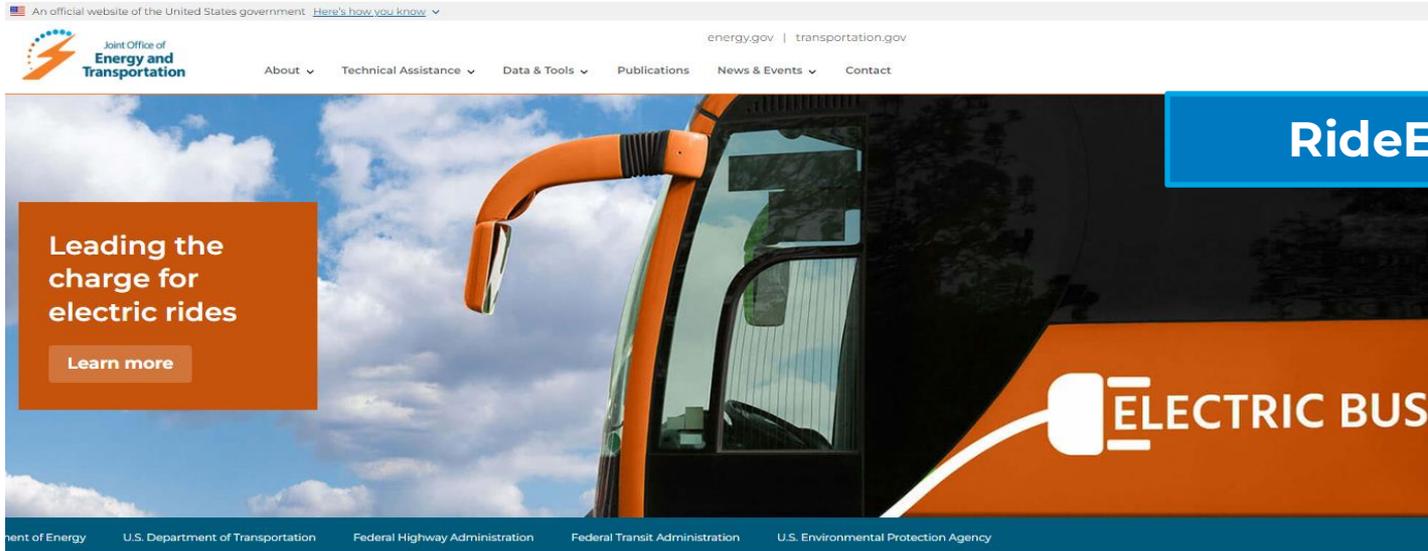
cleancities.energy.gov

History of Clean School Bus and Transit Technical Assistance

- Almost two decades of experience
- Proactive and responsive
- Evaluate technology in real-world service
- Provides hands-on assistance unique to each fleet



Clean Transit & School Bus Technical Assistance



To support electric ridership across the nation's public transportation systems, this page contains information on technical assistance and resources for school districts, transit agencies, and riders of all zero-emission transportation modes.

The Joint Office of Energy and Transportation's (Joint Office's) mission is to accelerate an electrified transportation system that is convenient, affordable, accessible, reliable, equitable, and safe. To fulfill this mission, it is critical that communities across the nation have access to a variety of electrified transportation options, whether it be cars, buses, bicycles, scooters, or shared fleets.

[Contact us](#)

[Technical assistance](#)

Direct technical assistance for eligible transit agencies and school bus fleets to plan for and deploy clean buses.

- Request assistance via online form
- Initial response within 48 hours
- General questions and feedback welcome!

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 *

Find Us on Social

 [LinkedIn](#)  [YouTube](#)

LowNoTransitTA@nrel.gov

CleanSchoolBusTA@nrel.gov

[DriveElectric.gov/contact](https://driveelectric.gov/contact)

Examples of How We Can Help

Coordinating with electric utilities

Identifying available funding and incentives

Analyzing charging infrastructure needs

Conducting route analysis and planning

Conducting training and workforce development

Opportunities for resiliency (V2X)

Analyzing energy needs and grid impact

Identifying solar and battery storage opportunities

Trending Technical Assistance Themes

Charging infrastructure needs

Route analysis

Working with electric utilities

Cold weather considerations

Planning for 100% electric fleet



NEW Electric School Bus Route Analysis Tool

Spreadsheet based tool available to school districts to estimate route energy usage and charger power levels

Bus Info		Route Info							User Selections		Energy/Power Results		Charger Selection	
Bus Type	ESB Make/Model	Route #	Morning Route Distance (miles)	Morning Depart Time	Morning Return Time	Afternoon Route Distance (miles)	Afternoon Depart Time	Afternoon Return Time	Cabin Heater	Mid-Day Charging	Max Energy Used (kWh)	Estimated Minimum Charger Power Level (kW)	Charger Size (kW)	Expected Minimum SOC (%)
TypeC	IC Bus Electric CE (315 kWh)	1	50	6:11 AM	9:30 AM	45	1:57 PM	4:55 PM	Electric	Yes	151.4	21.4	24.0	20%
TypeC	LionC (210 kWh)	2	30	7:20 AM	10:02 AM	50	2:22 PM	4:24 PM	Electric	Yes	130.3	16.2	19.2	16%
TypeC	Bluebird Vision Electric	3	35	5:57 AM	8:45 AM	28	2:11 PM	5:25 PM	Electric	Yes	86.9	11.1	19.2	24%
TypeC	BYD Type C	4	20	6:30 AM	9:00 AM	21	2:00 PM	4:30 PM	Electric	Yes	66.6	11.3	19.2	55%

Webinar recording: driveelectric.gov/webinars/fleet-planning-question-and-answer

New York Metropolitan Transportation Authority

- FTA Low-No funded fleet
- Technical assistance needs
 - Utilizing existing tools to estimate energy needs and grid impacts
 - Prioritizing depot locations for installing solar/storage
 - Controlling thermal issues in bus depots
- Outcome
 - *Battery & PV Design, Life-cycle Cost Analysis, Resilience Analysis*





Joint Office of
**Energy and
Transportation**

Thank You

driveelectric.gov

Low- or No-Emission Grant Program FY2024 NOFO

Kevin Osborn - FTA, Acting Division Chief
Joint Office of Energy and Transportation

12/5/2023



U.S. Department of Transportation
Federal Transit Administration

Low-No Program – Section 5339(c)



Program Description: Supports the transition of the nation’s transit fleet to the lowest polluting and most energy efficient transit vehicles by supporting the:

- Purchase or lease of zero-emission and low-emission transit buses; and
- Acquisition, construction, and leasing of required supporting facilities.



Authorized Funding: The Bipartisan Infrastructure Law provides annual funding through FY 2026, though Congress may appropriate additional funding in the annual budget.

Funding Source	FY 2022	FY2023	FY 2024	FY 2025	FY 2026
Bipartisan Infrastructure Law	\$1,122	\$1,123	\$1,125*	\$1,127	\$1,128
<i>Advance Annual Appropriations</i>	\$1,050	\$1,050	\$1,050	\$1,050	\$1,050
<i>Mass Transit Account of the Highway Trust Fund</i>	\$72	\$73	\$75	\$77	\$78
Consolidated Appropriations Act	\$75	\$50	TBD	TBD	TBD
TOTAL	\$1,197	\$1,173	TBD	TBD	TBD

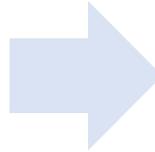
*The Bus Competitive Program (5339(b)) has an additional \$394M in FY24 funding via the BIL, much of which is likely to go towards low- and no-emission projects. In FY23, \$385M (81% of program funds) went to projects with a low- or no-emission component. All funding is in millions and includes funding for the oversight takedown and transfer to OIG.

FY 2023 Stats

The Low-No Program was significantly oversubscribed, with just 40% of eligible proposals selected for funding.

Competition

-  210 eligible project proposals
-  \$4.2 billion in Federal requests
-  42 states, 1 territory, and the District of Columbia



Selections

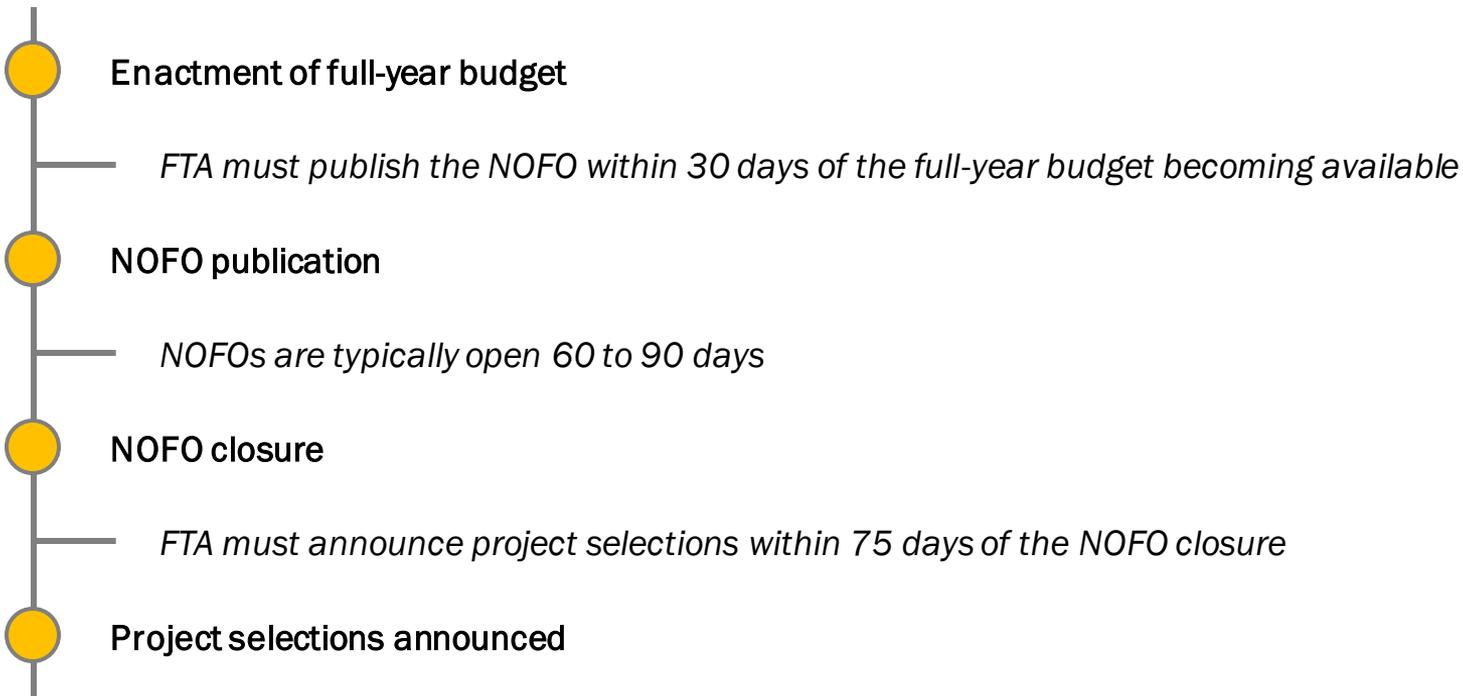
-  83 selected projects
-  \$1.2 billion in Federal funding
-  39 states, 1 territory, and the District of Columbia



Selected FY 2023 projects will place approximately **600 zero-emission buses** on the road.

Competitive Process

Key dates for the FY 2024 competition have not yet been determined, as they are statutorily tied to the availability of a full-year budget.



Key Bipartisan Infrastructure Law Provisions

Partnership Provision

Applicants may include partnerships with other entities that intend to participate in the implementation of the project. If selected, the project will be deemed to satisfy the requirement for a competitive procurement.

Zero-Emission Fleet Transition Plan

All zero-emission applications are statutorily required to submit a Zero-Emission Fleet Transition Plan that includes six elements identified in law.

Zero-Emission Workforce Development

All zero-emission applications are statutorily required to use 5% of the requested zero-emission Federal amount for zero-emission workforce development activities unless they explain why less funding is needed.

Low-Emission Set-Aside

A minimum of 25% of the amount awarded must be to low-emission projects other than zero-emission vehicles and related facilities.

Thank you!

Kevin Osborn

202-366-7519

Kevin.osborn@dot.gov



U.S. Department of Transportation
Federal Transit Administration



EPA CLEAN SCHOOL BUS

Tory Coffin

Program Analyst

Office of Transportation and Air Quality
U.S. Environmental Protection Agency

CSB Program Overview



**EPA CLEAN
SCHOOL BUS**

Under **Title XI: Clean School Buses and Ferries**, the Bipartisan Infrastructure Law (BIL) provides **\$5 billion** over five years (FY22-26) for the replacement of existing school buses with zero-emission (ZE) and clean school buses.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

EPA has offered **rebates and grants** in past CSB funding opportunities.

EPA is currently offering another round of rebate funding. The 2023 Rebates is the third CSB funding opportunity.

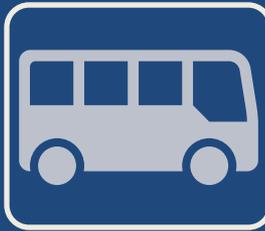


**EPA CLEAN
SCHOOL BUS**

2023 CSB Rebate Program Overview



EPA is offering at least **\$500 million** for clean school buses and ZE school buses. EPA may modify this amount based on the applicant pool and other pertinent factors. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered update if changed.



Eligible activities include the **replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses**, as well as the purchase and installation of **electric vehicle supply equipment (EVSE) infrastructure**.



EPA is prioritizing applications that will replace buses serving **high-need local education agencies, Tribal school districts funded by the Bureau of Indian Affairs or those receiving basic support payments for students living on Tribal land, and rural areas**. EPA is committed to ensuring the CSB Program delivers on the Justice40 Initiative.



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



**EPA CLEAN
SCHOOL BUS**

IRS Tax Credits

- Selectees may be **eligible for Inflation Reduction Act (IRA) tax credits applicable to their bus and infrastructure purchases**, mainly the:



EPA cannot give tax advice. Refer to guidance on the IRS website for further instruction.

- **Commercial Clean Vehicle Credit**, which provides up to \$40,000 for qualified commercial clean vehicles; and the
- **Alternative Fuel Vehicle Refueling Property Credit**, which provides up to \$100,000 for qualified charging and refueling infrastructure.
- Selectees may also be eligible to claim all or a portion of the value of IRA credits using either the new elective pay, and transferability mechanisms introduced by the IRS.
- See the [Internal Revenue Service \(IRS\) website](#) for more information on these credits.
- **Please review the IRS' guidance linked above for more information about your eligibility for this credit, as well as when you may be able to receive the credit.**

2023 CSB Rebates

- Applications must be submitted to EPA no later than **1/31/24 at 4:00 p.m. ET.**
- Dates and topics for future webinars are on our website under the ‘Webinars’ section.

Stay in Touch

- Learn more about the 2023 CSB Rebates at epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program
- Submit questions to cleanschoolbus@epa.gov; EPA maintains a Q&A document on the [2023 Rebate Program webpage](#).
- Don't miss any updates! To sign up for the listserv, please visit epa.gov/cleanschoolbus.

Future Funding

- EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.
- EPA anticipates opening a grant program in Spring 2024.

Resources

- [EPA's CSB Program website](#)
- The Joint Office of Energy and Transportation (cleanschoolbusTA@nrel.gov)
- The CSB helpline (cleanschoolbus@epa.gov)

Reference Slides

CSB Rebates versus CSB Grants

While both grants and rebates provide selectees with award funds prior to purchasing eligible buses and infrastructure, there are a few differences between these types of funding programs :

	Rebates 	Grants 
Application Process	Quick and simple; applications submitted through EPA portal	Longer, more detailed; applications submitted through grants.gov
Selection Process	Random number generated lottery process	Evaluation of application materials and scoring criteria
Selectee support and flexibility	EPA provides less support and flexibility in funding to selectees	EPA may offer more support for selectees during the project, as well as flexibility in funding – e.g., covering project implementation costs - and timing of the project, such as extending project periods to complete the project.
Number of Replacement Buses	Funds the transition of smaller fleets (lower bus replacement minimum and maximum)	Funds the transition of larger fleets (higher bus replacement minimum and maximum)

CSB Funding per Replacement Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	ZE – Class 7+*	ZE – Class 3-6*	CNG– Class 7+	CNG – Class 3-6	Propane – Class 7+	Propane – Class 3-6
Buses serving school districts that meet one or more prioritization criteria	Up to \$345,000 (Bus + Charging Infrastructure)	Up to \$265,000 (Bus + Charging Infrastructure)	Up to \$45,000	Up to \$30,000	Up to \$35,000	Up to \$30,000
Buses serving school districts that are not prioritized *	Up to \$200,000 (Bus + Charging Infrastructure)	Up to \$145,000 (Bus + Charging Infrastructure)	Up to \$30,000	Up to \$20,000	Up to \$25,000	Up to \$20,000

Funding levels include combined bus and EV charging infrastructure. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure.

Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.

For more information, please visit www.epa.gov/cleanschoolbus.



ADA-Compliant Buses:

Applicants can request up to an **additional \$20k** to purchase ADA-compliant clean school buses of any fuel type equipped with wheelchair lifts.



High Shipping Costs:

Applicants in non-contiguous U.S. states and territories will receive up to an **additional \$20k** per bus to cover high bus shipping costs.



Tax Credits:

Selectees may be eligible for IRA tax credits applicable to their bus and infrastructure purchase(s) not reflected in the funding table.



Panel Discussion



Questions and Answers

Resources

- RideElectric.gov - <https://driveelectric.gov/ride>
- DriveElectric.gov Technical Assistance - <https://driveelectric.gov/technical-assistance>
- FTA Low or No Emission Vehicle Program - <https://www.transit.dot.gov/lowno>
- EPA Clean School Bus Program - <https://www.epa.gov/cleanschoolbus>
- DOE Previously Funded Community Charging Projects - <https://cleancities.energy.gov/partnerships/projects>
- Evie Carshare & EV Spot Network - <https://eviecarshare.com/>
<https://evspotnetwork.org/>



To support electric ridership across the nation's public transportation systems, this page contains information on technical assistance and resources for school districts, transit agencies, and riders of all zero-emission transportation modes.

The Joint Office of Energy and Transportation's Joint Office's mission is to accelerate an electrified transportation system that is convenient, affordable, accessible, reliable, equitable, and safe. To fulfill this mission, it is critical that communities across the nation have access to a variety of electrified transportation options, whether it be cars, buses, bicycles, scooters, or shared fleets.

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

How Can the Joint Office Help Communities Ride Electric?

The Joint Office and our partners, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. Environmental Protection Agency (EPA), are ready to assist with your school or transit bus electrification journey. Our team can provide technical assistance related to the following topics:

U.S. DEPARTMENT OF ENERGY | Energy Efficiency & Renewable Energy

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Funding Opportunities
Funded Projects
Awards by Year
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Project Lessons

Funded Projects

The U.S. Department of Energy's Vehicle Technologies Office (VTO) has awarded more than \$570 million since 1998 through its funding opportunities in support of Technology Integration Program projects across the country that advance deployment of efficient and sustainable transportation technologies. These project awards contribute to advancing affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices. For information about applying for funding, watch an [Information Session Series](#) with recorded videos explaining the VTO funding opportunity announcement process and application components.

This is a partial list of recently funded Technology Integration Program projects:

- Understanding transportation electrification in public and private fleets.
- Integrating alternative fuel vehicles and fueling infrastructure in urban and rural communities.

Project Name	Performance			
	Energy Efficiency	Renewable Energy	Cost Savings	Other
Project A	1000	500	2000	100
Project B	1200	600	2500	150
Project C	1500	750	3000	200
Project D	1800	900	3500	250
Project E	2000	1000	4000	300
Project F	2200	1100	4500	350
Project G	2500	1250	5000	400
Project H	2800	1400	5500	450
Project I	3000	1500	6000	500
Project J	3200	1600	6500	550
Project K	3500	1750	7000	600
Project L	3800	1900	7500	650
Project M	4000	2000	8000	700
Project N	4200	2100	8500	750
Project O	4500	2250	9000	800
Project P	4800	2400	9500	850
Project Q	5000	2500	10000	900
Project R	5200	2600	10500	950
Project S	5500	2750	11000	1000
Project T	5800	2900	11500	1050
Project U	6000	3000	12000	1100
Project V	6200	3100	12500	1150
Project W	6500	3250	13000	1200
Project X	6800	3400	13500	1250
Project Y	7000	3500	14000	1300
Project Z	7200	3600	14500	1350
Project AA	7500	3750	15000	1400
Project AB	7800	3900	15500	1450
Project AC	8000	4000	16000	1500
Project AD	8200	4100	16500	1550
Project AE	8500	4250	17000	1600
Project AF	8800	4400	17500	1650
Project AG	9000	4500	18000	1700
Project AH	9200	4600	18500	1750
Project AI	9500	4750	19000	1800
Project AJ	9800	4900	19500	1850
Project AK	10000	5000	20000	1900
Project AL	10200	5100	20500	1950
Project AM	10500	5250	21000	2000
Project AN	10800	5400	21500	2050
Project AO	11000	5500	22000	2100
Project AP	11200	5600	22500	2150
Project AQ	11500	5750	23000	2200
Project AR	11800	5900	23500	2250
Project AS	12000	6000	24000	2300
Project AT	12200	6100	24500	2350
Project AU	12500	6250	25000	2400
Project AV	12800	6400	25500	2450
Project AW	13000	6500	26000	2500
Project AX	13200	6600	26500	2550
Project AY	13500	6750	27000	2600
Project AZ	13800	6900	27500	2650
Project BA	14000	7000	28000	2700
Project BB	14200	7100	28500	2750
Project BC	14500	7250	29000	2800
Project BD	14800	7400	29500	2850
Project BE	15000	7500	30000	2900
Project BF	15200	7600	30500	2950
Project BG	15500	7750	31000	3000
Project BH	15800	7900	31500	3050
Project BI	16000	8000	32000	3100
Project BJ	16200	8100	32500	3150
Project BK	16500	8250	33000	3200
Project BL	16800	8400	33500	3250
Project BM	17000	8500	34000	3300
Project BN	17200	8600	34500	3350
Project BO	17500	8750	35000	3400
Project BP	17800	8900	35500	3450
Project BQ	18000	9000	36000	3500
Project BR	18200	9100	36500	3550
Project BS	18500	9250	37000	3600
Project BT	18800	9400	37500	3650
Project BU	19000	9500	38000	3700
Project BV	19200	9600	38500	3750
Project BW	19500	9750	39000	3800
Project BX	19800	9900	39500	3850
Project BY	20000	10000	40000	3900
Project BZ	20200	10100	40500	3950
Project CA	20500	10250	41000	4000
Project CB	20800	10400	41500	4050
Project CC	21000	10500	42000	4100
Project CD	21200	10600	42500	4150
Project CE	21500	10750	43000	4200
Project CF	21800	10900	43500	4250
Project CG	22000	11000	44000	4300
Project CH	22200	11100	44500	4350
Project CI	22500	11250	45000	4400
Project CJ	22800	11400	45500	4450
Project CK	23000	11500	46000	4500
Project CL	23200	11600	46500	4550
Project CM	23500	11750	47000	4600
Project CN	23800	11900	47500	4650
Project CO	24000	12000	48000	4700
Project CP	24200	12100	48500	4750
Project CQ	24500	12250	49000	4800
Project CR	24800	12400	49500	4850
Project CS	25000	12500	50000	4900
Project CT	25200	12600	50500	4950
Project CU	25500	12750	51000	5000
Project CV	25800	12900	51500	5050
Project CW	26000	13000	52000	5100
Project CX	26200	13100	52500	5150
Project CY	26500	13250	53000	5200
Project CZ	26800	13400	53500	5250
Project DA	27000	13500	54000	5300
Project DB	27200	13600	54500	5350
Project DC	27500	13750	55000	5400
Project DD	27800	13900	55500	5450
Project DE	28000	14000	56000	5500
Project DF	28200	14100	56500	5550
Project DG	28500	14250	57000	5600
Project DH	28800	14400	57500	5650
Project DI	29000	14500	58000	5700
Project DJ	29200	14600	58500	5750
Project DK	29500	14750	59000	5800
Project DL	29800	14900	59500	5850
Project DM	30000	15000	60000	5900
Project DN	30200	15100	60500	5950
Project DO	30500	15250	61000	6000
Project DP	30800	15400	61500	6050
Project DQ	31000	15500	62000	6100
Project DR	31200	15600	62500	6150
Project DS	31500	15750	63000	6200
Project DT	31800	15900	63500	6250
Project DU	32000	16000	64000	6300
Project DV	32200	16100	64500	6350
Project DW	32500	16250	65000	6400
Project DX	32800	16400	65500	6450
Project DY	33000	16500	66000	6500
Project DZ	33200	16600	66500	6550
Project EA	33500	16750	67000	6600
Project EB	33800	16900	67500	6650
Project EC	34000	17000	68000	6700
Project ED	34200	17100	68500	6750
Project EE	34500	17250	69000	6800
Project EF	34800	17400	69500	6850
Project EG	35000	17500	70000	6900
Project EH	35200	17600	70500	6950
Project EI	35500	17750	71000	7000
Project EJ	35800	17900	71500	7050
Project EK	36000	18000	72000	7100
Project EL	36200	18100	72500	7150
Project EM	36500	18250	73000	7200
Project EN	36800	18400	73500	7250
Project EO	37000	18500	74000	7300
Project EP	37200	18600	74500	7350
Project EQ	37500	18750	75000	7400
Project ER	37800	18900	75500	7450
Project ES	38000	19000	76000	7500
Project ET	38200	19100	76500	7550
Project EU	38500	19250	77000	7600
Project EV	38800	19400	77500	7650
Project EW	39000	19500	78000	7700
Project EX	39200	19600	78500	7750
Project EY	39500	19750	79000	7800
Project EZ	39800	19900	79500	7850
Project FA	40000	20000	80000	7900
Project FB	40200	20100	80500	7950
Project FC	40500	20250	81000	8000
Project FD	40800	20400	81500	8050
Project FE	41000	20500	82000	8100
Project FF	41200	20600	82500	8150
Project FG	41500	20750	83000	8200
Project FH	41800	20900	83500	8250
Project FI	42000	21000	84000	8300
Project FJ	42200	21100	84500	8350
Project FK	42500	21250	85000	8400
Project FL	42800	21400	85500	8450
Project FM	43000	21500	86000	8500
Project FN	43200	21600	86500	8550
Project FO	43500	21750	87000	8600
Project FP	43800	21900	87500	8650
Project FQ	44000	22000	88000	8700
Project FR	44200	22100	88500	8750
Project FS	44500	22250	89000	8800
Project FT	44800	22400	89500	8850
Project FU	45000	22500	90000	8900
Project FV	45200	22600	90500	8950
Project FW	45500	22750	91000	9000
Project FX	45800	22900	91500	9050
Project FY	46000	23000	92000	9100
Project FZ	46200	23100	92500	9150
Project GA	46500	23250	93000	9200
Project GB	46800	23400	93500	9250
Project GC	47000	23500	94000	9300
Project GD	47200	23600	94500	9350
Project GE	47500	23750	95000	9400
Project GF	47800	23900	95500	9450
Project GG	48000	24000	96000	9500
Project GH	48200	24100	96500	9550
Project GI	48500	24250	97000	9600
Project GJ	48800	24400	97500	9650
Project GK	49000	24500	98000	9700
Project GL	49200	24600	98500	9750
Project GM	49500	24750	99000	9800
Project GN	49800	24900	99500	9850
Project GO	50000	25000	100000	9900

DOE VTO transportation projects are competitively awarded and cost-shared. Coalition-supported projects have historically leveraged almost 2:1 in matching funds and in-kind contributions from private and public sector partners.

Thank you!

Today's Presentation:
Ride Electric: The Importance of
Multimodal Transportation

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