Joint Office of
Energy and
Transportation

Centering Equity in Community-Based E-Mobility Projects: An Expert Panel

11/8/2023

driveelectric.gov

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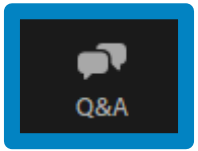

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Agenda

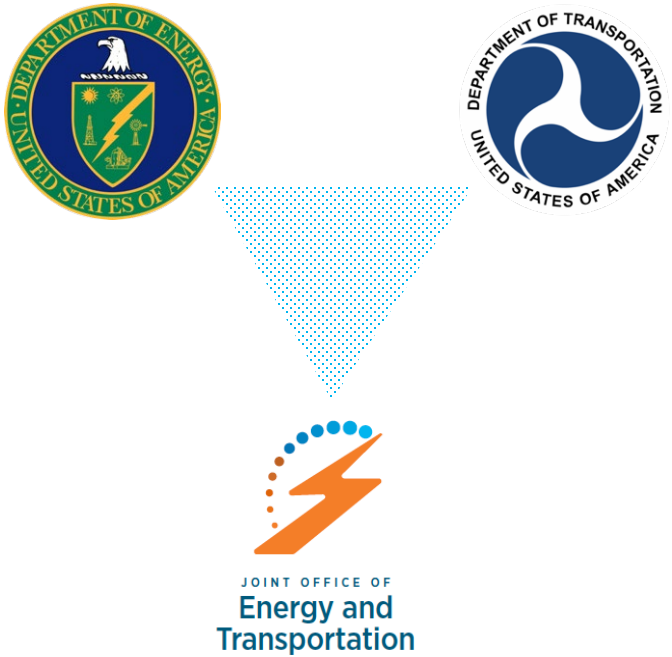
Introduction from the Joint Office

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

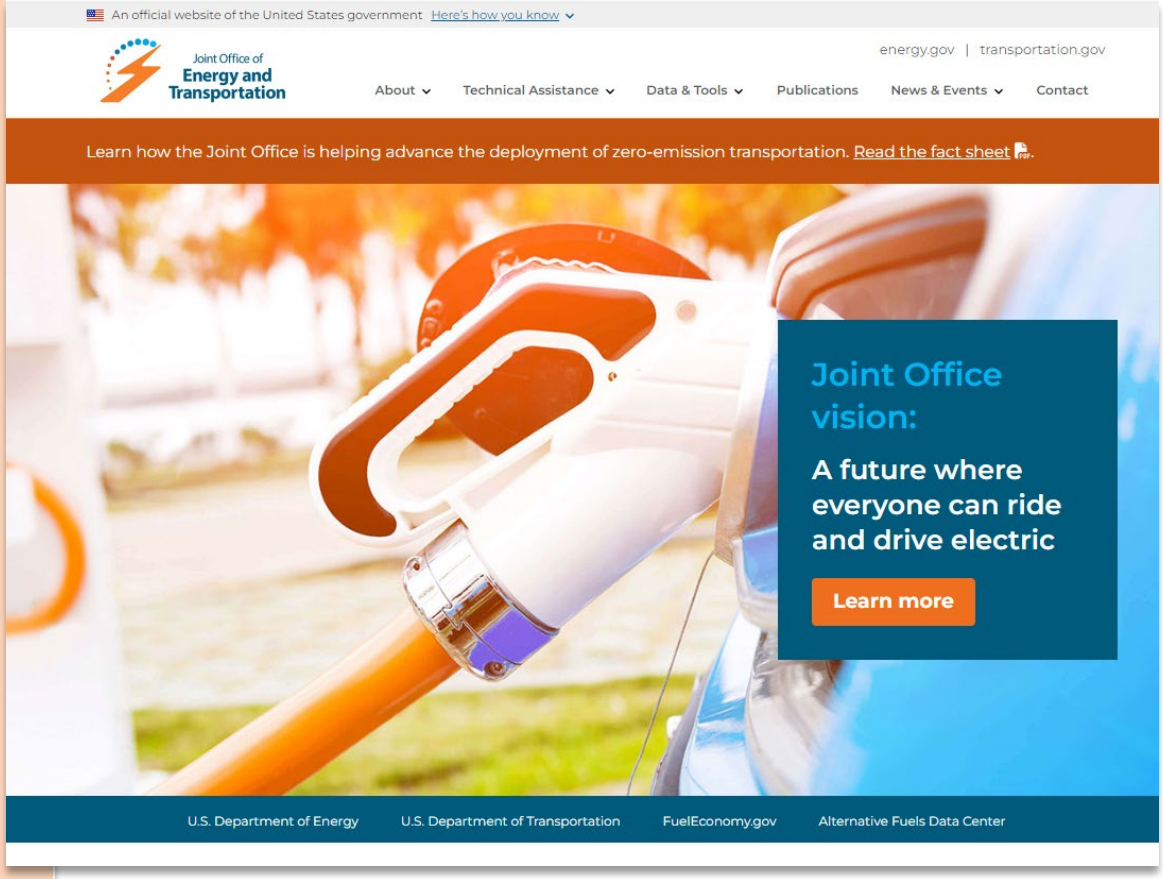
Low-No Emissions Grants Program for Transit (U.S. DOT)
$5.6 billion in support of low- and no-emission transit bus deployments

Clean School Bus Program (U.S. EPA)
$5 billion in support of electric school bus deployments

Visit

DriveElectric.gov

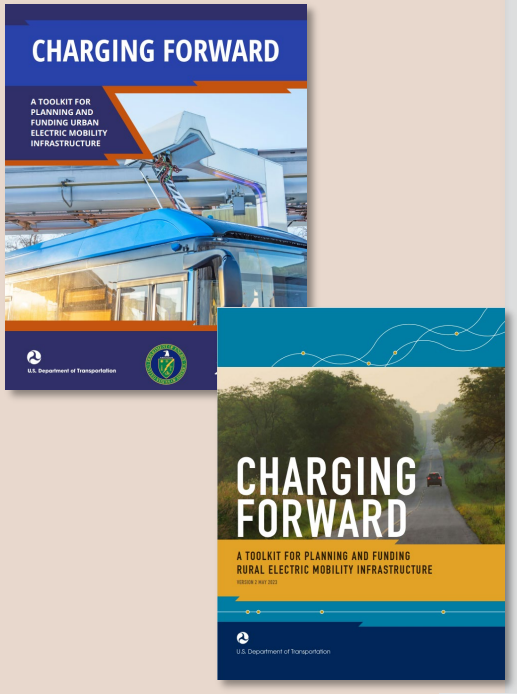
to learn more

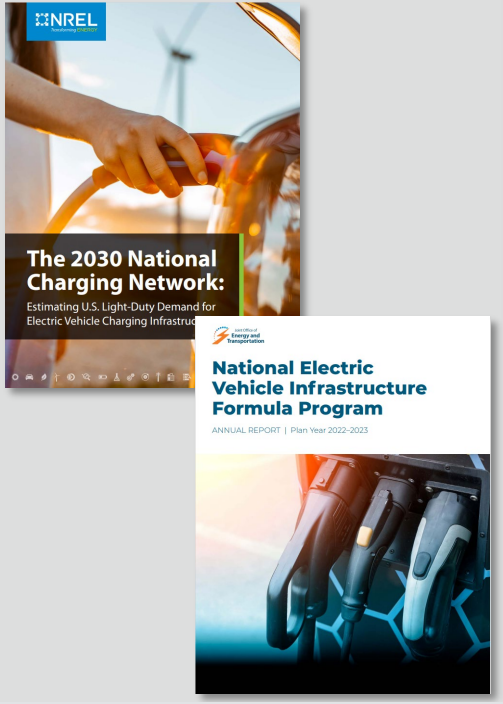


Rural and Urban EV Toolkits

Forecasts and Reports

Help Sheets and Checklists

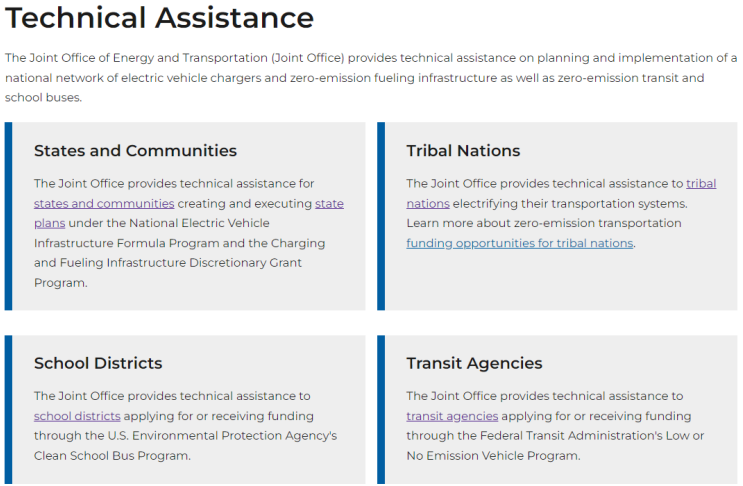




driveelectric.gov/resources

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 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.

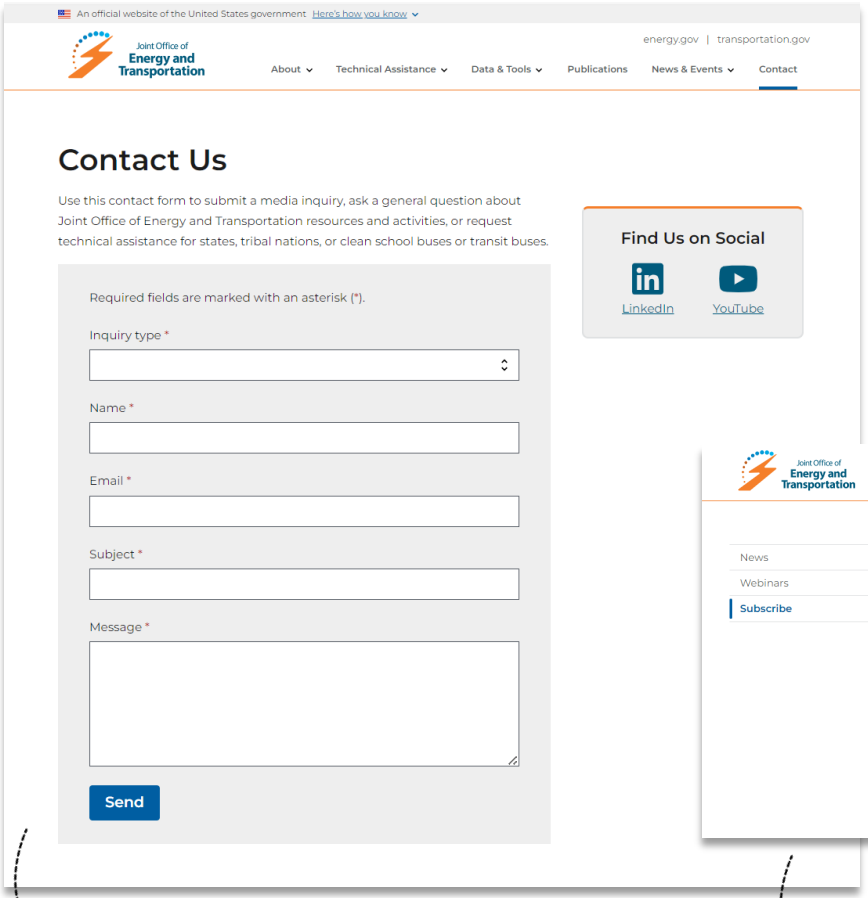
Transit Agencies

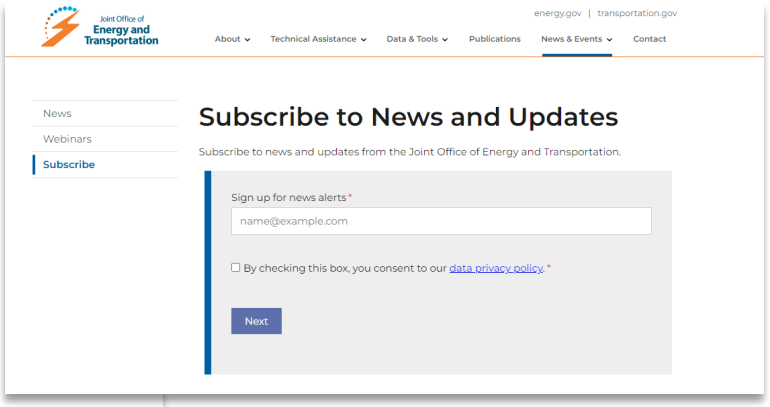
The Joint Office provides technical assistance to transit agencies applying for or receiving funding through the Federal Transit Administration's Low or No Emission Vehicle Program.

driveelectric.gov/technical-assistance

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

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





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Intro from Executive Director Gabe Klein and Polling Questions

Panelists

Patricia Weikersheimer
Argonne National Laboratory

Robert Blake
Native Sun Community Power Development

Dr. Shelley Francis
EVNoire

Christine Corrales
San Joaquin Council of Governments

Bree Swenson
California Air Resources Board

Rachel Fishman
New York State Energy Research and Development Authority

Andrew Satchwell
Lawrence Berkeley National Laboratory

Centering Equity in Community-Based E-Mobility Projects: An Expert Panel

Patricia Weikersheimer,
Argonne National Laboratory

JOINT OFFICE UNITED SUPPORT FOR TRANSPORTATION (JUST) LAB CONSORTIUM

JUST Lab Consortium Focus Areas

EVSE Case Studies | Justice40 Benefits Methods | Analysis Capabilities and Pilots for Equitable EVSE Deployment | Community Engagement Techniques | Review of Energy & Transportation Justice Frameworks

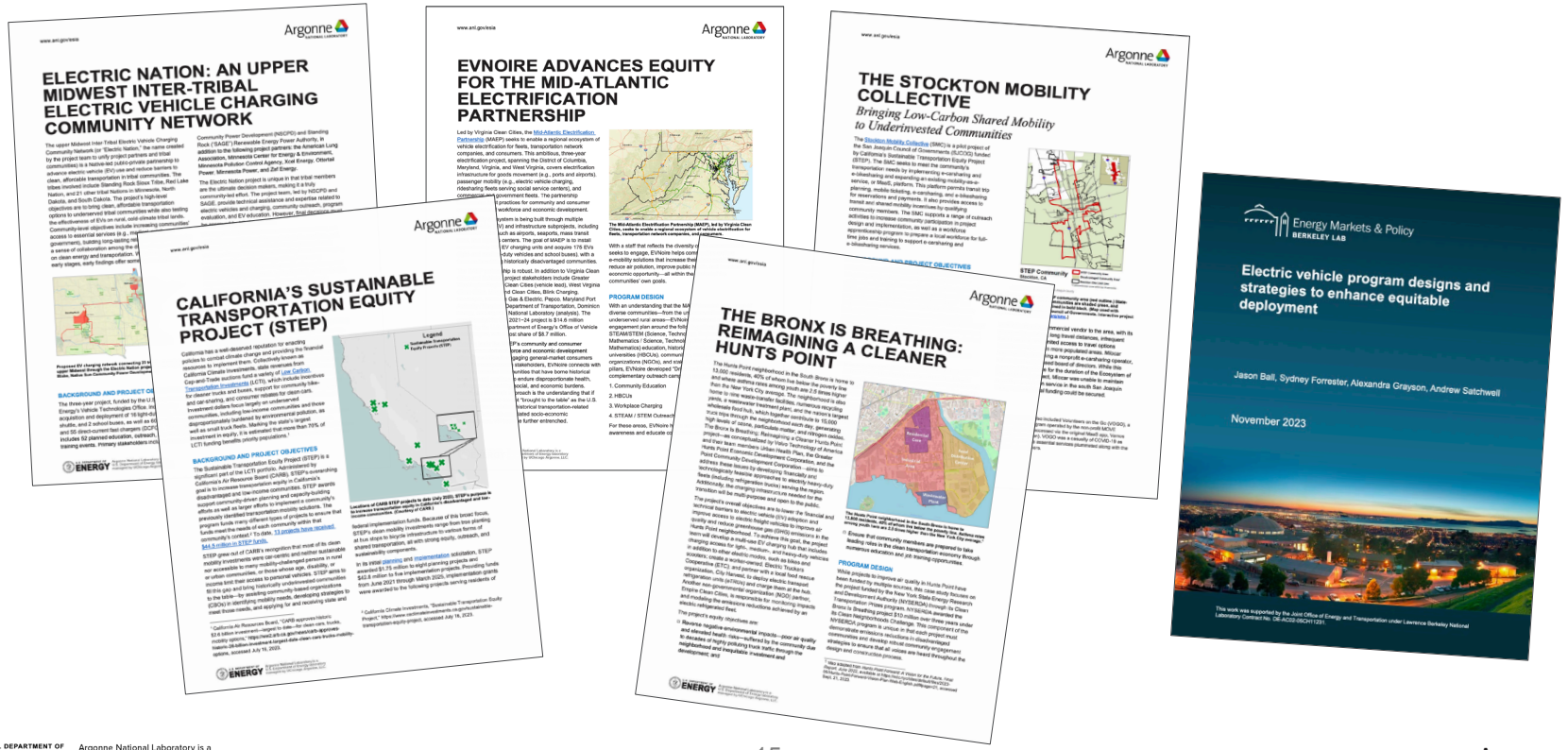
JUST Resources

- Community Engagement Tips for EV Infrastructure Deployment
- Webinar: Community Engagement in Transportation
- Webinar: Minority-Owned Business Outreach and Partnerships for EV Infrastructure

- Argonne National Laboratory
- National Renewable Energy Laboratory
- Lawrence Berkeley National Laboratory

https://driveelectric.gov/just-lab-consortium

FIVE CASE STUDIES AND A PRINCIPLES REPORT



Electric Nation: An Upper Midwest Inter-Tribal Electric Vehicle Charging Community Network

Robert Blake,
Native Sun Community Power Development

Upper Midwest Inter-Tribal EV Charging Community Network

Native-led public-private partnership addressing plug-in electric vehicle (PEV) barriers for Tribal members on 23 Reservations

NATIVE SUN COMMUNITY POWER DEVELOPMENT

P.I. - Robert Blake
Native Sun Executive Director

ELECTRIC Nation

sage

Co-P.I.
Joseph McNeil
SAGE General Manager

November 8, 2023

Creating fast-charging infrastructure to connect Tribal Reservations with job centers, economic centers, medical providers, and other critical services

Project ID:
TI148

Project Goals & Challenges: Upper Midwest Inter-Tribal EV Charging Community Network

Timeline: 3/1/22 – 5/31/25 (39 months)

Budget: $13.9M Total Project; $6.7M DOE Funding, $7.2M Cost Sharing
DOE Funding through August 23: $1.2M

Goals: Leveraging real world data and lessons learned from Tribal communities to develop, demonstrate, and deploy a replicable program to expand clean and sustainable electrified transportation to underserved communities with Plug-in EVs & EVSE, data analysis, education, and outreach

***Challenges**: Historically under-resourced & underserved rural communities; limited access to PEVs suitable for cold weather*

Leads: Robert Blake, Principal Investigator;
Joseph McNeil, Co-Principal Investigator; Lisa Daniels, Project Director

Key Partners: Native Sun, Standing Rock (SAGE) Renewable Energy Power Authority, American Lung Association/MN & ND Clean Cities, Connexus Capital, eFormative Options, Minnesota Center for Energy & Environment

Supporting Partners: Minnesota Pollution Control Agency, Minnesota Power, OtterTail Power, Xcel Energy, ZEF Energy

Community Partners:

- Grand River Casino & Resort
- McLaughlin Cenex-Farmer's Union
- Ponemah Boys & Girls Club
- Prairie Knights Casino
- Redby Community Center
- Red Lake Agricultural Department
- Red Lake Family & Children Services
- Red Lake Immersion School
- Red Lake Nation Fisheries
- Red Lake Oshkiimaajitahdah Workforce Center
- Red Lake Seven Clans Casino & Hotel
- Red Lake Trading Post
- Sitting Bull College
- Standing Rock Public Transit

www.electricnation.info

Project Approach and Outcomes

BP 1: Launch, Engagement
BP 2: Implementation & Testing
BP 3: Analysis & Community Outreach

*Create a sustainable ecosystem to expand equitable access to clean, affordable EV transportation and improve **fuel diversity**, increase **local resiliency**, and reduce **GHG emissions** for rural, historically under-resourced, and underserved Upper Midwest Tribes with:*

Project Objectives	Address PEV barriers for Upper Midwest Tribal members, advancing equitable access to clean, affordable transportation in multi-family housing and rural, underserved Tribal communities facing harsh winters	Demonstrate PEVs in Tribal communities and provide access to advanced vehicles and EVSE to community members disproportionately affected by transportation inequities
Impact	Through installation of charging infrastructure, "connect" Standing Rock Sioux Tribe, Red Lake Nation, and 21 other Reservations with vital medical providers, job/economic centers, and government services	Lower burden of transportation costs and creating systems of clean mobility across rural MN, ND, and SD, improving access to long-distance destinations and new job opportunities
Key Outcomes	Deploy 19 commercial, residential, and transit PEVs plus related equipment to demonstrate their potential on rural Reservations and cold climates, catalyze energy self-determination, and expand access to benefits of electrified transportation	Install 55 DCFC and 60 Level 2 EVSE, providing at least one Level 2 to all 23 Native Nations in ND/SD/MN; 52 events over 3 years reaching >10,000 attendees

Next steps: Document energy savings/emissions reductions & Tribal impacts and develop pathway to fossil fuel-free economy

Key Takeaways: Contributions to Energy Equity and Environmental Justice

- ✓ Project team working earnestly to ensure Upper Midwest Tribes are **leading**, not "left behind" in the transition to clean energy
- ✓ Two new **workforce training** programs for Red Lake Nation and Standing Rock Reservations
- ✓ PEVs and related equipment will include 2 solar trailers for **pow-wows and educational events** plus 3 freezer cubes for transporting Red Lake fish to markets
- ✓ PEVs will be utilized in **Tribal fleets** for Family & Child Services, agriculture, tribal college, buses for culture and language immersion school, and community shuttle service

- ✓ ***Lessons learned:*** Engage maintenance and building managers early to plan around weather, snow removal concerns, site construction, and control panel load capacity; supply chain delays and higher-than-expected EVSE **installation costs** on Reservations
- ✓ Electric Nation's thoughtful legal agreements can facilitate **replication** on Tribal land in additional geographic areas and with additional technologies

Any proposed future work is subject to change based on funding levels

EVNoire Advances Equity for the Mid-Atlantic Electrification Partnership

Dr. Shelley Francis,
EVNoire

Mid-Atlantic Electrification Partnership

BEST PRACTICES: MID-ATLANTIC ELECTRIFICATION PROJECT

EVNOIRE

E-Mobility Best Practice

E-Mobility Diversity, Equity & Inclusion

EVNoire envisions a world where easily accessible electric vehicles empower communities of color and low-income communities to rid their neighborhoods of toxic air pollution, grow their economies, and help address climate change.

Our mission is to engage diverse communities with EVs, advocate for EV solutions in underserved communities, and shift the narrative about EVs to be more inclusive of diverse populations.

Leadership Team

Dr. Shelley Francis
Co-founder and Managing Partner

Terry Travis
Co-founder and Managing Partner

Kyersten Siebenaler
Manager of Strategy and Innovation

Brenna Rivett
National Policy Manager

Alexis Blomqvist
Data and Research Manager

Coletone Whitaker
Senior Lead, Special Projects and Initiatives

Rhonda Simpson
Monitoring and Evaluation Manager

Danielle Cherry
Project Manager

Brandon Oldham
Infrastructure and EV Solutions Lead

Tená V. Baker
E-Mobility Fellowship Program Lead

Brandon Smith
EV Program Support Implementation Specialist in Western Region

Cayce Tiedemann
Programs Team

Carlos Aggabao
Programs Team

Alex Baad
Mid-Atlantic & North East Program Manager

Our team of industry thought leaders include; Marketing Professionals ● Engineers EV Charging SMEs ● EV/AV SMEs ● Researchers/Data Analyst ● and more..

Electric + Connected + Shared + Autonomous

PROJECT GOAL

PROJECT OVERVIEW

- EVNoire is serving as Education and Outreach Technical Lead in collaboration with the Department of Energy. The purpose of this project is to support and foster a regional EV ecosystem in VA, DC, MD, and WV.

- Together this region will allow all sizes of EVs to be used for fleets, Transportation Network Companies (TNC), and consumers. EVNoire will work towards this effort by engaging a diverse community of stakeholders, acknowledge past injustices, identify and address gaps in transportation and mobility while exploring economic and workforce development opportunities.

OUR APPROACH | CENTERING COMMUNITY

EVNOIRE

WHY ENGAGE PEOPLE MOST AFFECTED BY PROBLEMS BEING ADDRESSED?

Those who are closest to the PROBLEM are also closest to the SOLUTION

WHAT ARE THE BEST WAYS TO ADDRESS THE NEEDS OF THESE COMMUNITIES?

Listen to better understand the causes of the problem, barriers to solutions, and ideas for solutions

HOW DO ORGANIZATIONS POSITIVELY IMPACT OUTCOMES FOR THESE COMMUNITIES?

Engage communities to advocate, legislate, and dictate for themselves in the long run

APPROACH

4 Evaluation

3 Outreach & Engagement

2 Use Data to refine strategy

1 Landscape Assessment

OUTCOMES - KEY FINDINGS

375 Charging Stations

25 Educational Events

$14.6 Million Project Budget

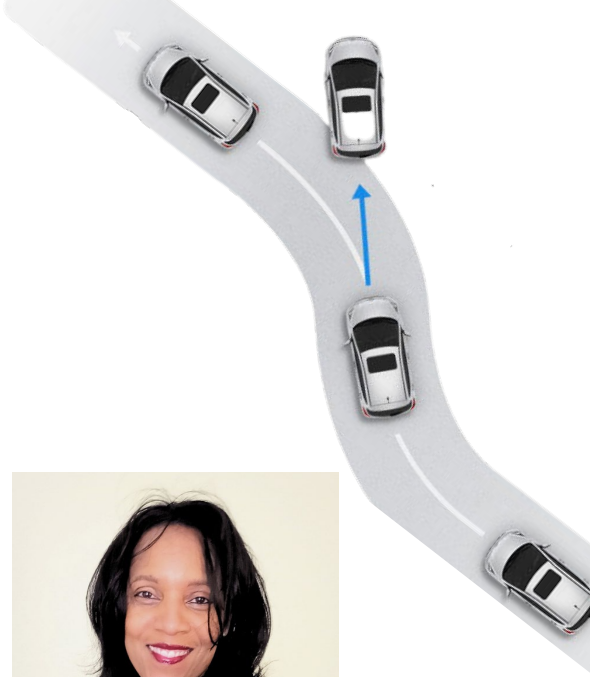
25 Project Partners

PROJECT TEAM

WEBSITE

www.evnoire.com

Ph: **888.MOB.ILTY**



Danielle Cherry-Hoover Project Manager
danielle@evnoire.com

Dr. Shelley Francis Technical Advisor shelley@evnoire.com

Alex Baad Atlantic Manager
Alex@evnoire.com

Mint Dr. Mint Khan Outreach Manager Mint@evnoire.com

The Stockton Mobility Collective: Bringing Low-Carbon Shared Mobility to Underinvested Communities

Christine Corrales,
San Joaquin Council of Governments (SJCOG)

San Joaquin Council of Governments'

STOCKTON MOBILITY COLLECTIVE

SJCOG

CALIFORNIA CLIMATE INVESTMENTS
Cap and Trade Dollars at Work

MOVING CALIFORNIA
cleaner transportation for all communities

CALIFORNIA AIR RESOURCES BOARD

Project Goals & Approach

Project Area

What is Stockton Mobility Collective? Established by the San Joaquin Council of Governments (SJCOG), SMC is comprised of several partners with the mission of increasing transportation options and access in Stockton with a focus on assisting the disadvantaged and low-income communities.

Who does it benefit? Stockton residents looking for convenient, clean and affordable ways to travel.

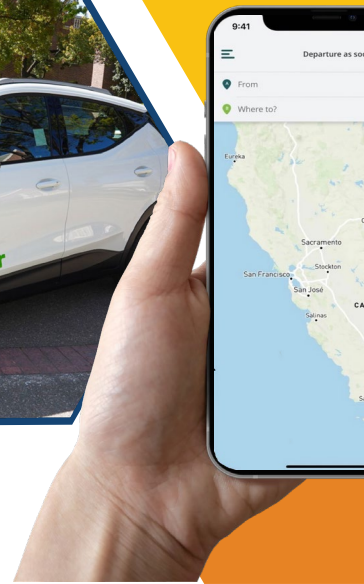
What are the goals? To increase mobility, advance social justice and provide clean transportation for residents traveling to jobs, schools, health care appointments, grocery stores, and other key destinations.

Approach:

- Provide access to 100% electric carsharing and bikesharing.
- Integrate shared mobility in Vamos EZHub MaaS app.
- Offer incentives to reduce transportation cost burden.

Challenges, Successes, Outcomes

Challenges	Successes	Outcomes
• ID Miocar station locations	• Community input guided implementation	• Primary focus on affordable housing locations. • High utilization by residents within walking distance of the station.
• Site host readiness and coordination	• Working with site partners with existing and/or planned EVSE	• Strong partnership with the Housing Authority of County of San Joaquin, which will host five Miocar stations. Three stations currently live to date.
• Delays through agreements, permitting, utility	• Identified and addressed barriers with local jurisdiction for EVSE installs and permitting on city owned property.	• Due to significant delay, city owned Miocar stations may not be completed within grant term. • Due to delay with utility, two Miocar stations have yet to launch.
• Higher than anticipated construction costs	• Identified non-STEP funds • Working with site partners with existing and/or planned EVSE	• Due to high costs, grant funds will likely pay for 1-2 EVSE stations (compared to anticipated 10-20) by end of grant term.
• Supply chain for vehicle procurement	• Found some flexibility for budget with purchasing previously owned EVs	• To date, 25 out of 30 vehicles procured for the program. Out of the fleet, 13 are currently in service at three Miocar stations.
• Vamos app to Miocar app integration	• Coordination of technology vendors and software upgrades	• Miocar station discovery available on Vamos app with reservations facilitated by deeplink to Miocar booking app.
• Vamos trip chain	• Facilitate transit access to Miocar stations	• Miocar station access ranges widely from walking, transit, ride hailing or drop off.



Key Takeaways

- To ensure the project addresses needs, identify transportation challenges of potential users.
- Focus on a few site hosts with possibility for implementation at multiple property locations in the project area.
- Prioritize community engagement and membership drives in areas where there is high transit use and/or transport disadvantaged populations.
- Anticipate significant staff time on problem solving, partnership development, stakeholder engagement, and customer service.
- Incorporate data collection and evaluation as part of the project scope.

VISIT: SJCOG.ORG/SMC

California's Sustainable Transportation Equity Project (STEP)

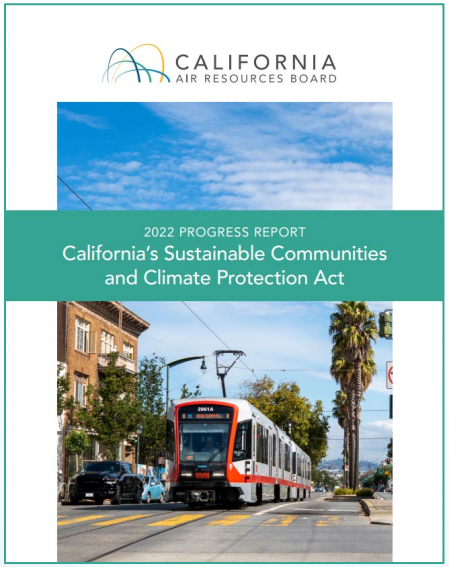
Bree Swenson,
California Air Resources Board (CARB)

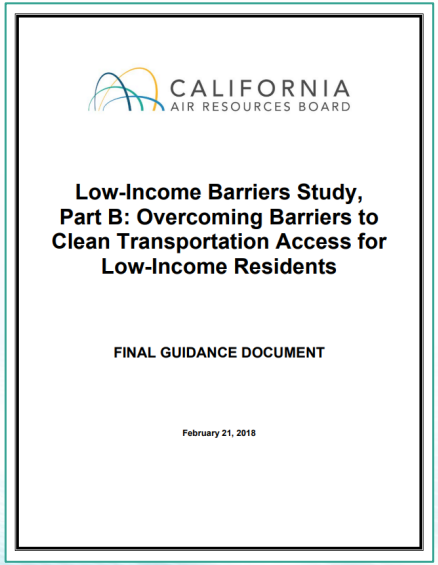
CARB's Sustainable Transportation Equity Project (STEP)

Bree Swenson
Air Pollution Specialist
breanna.swenson@arb.ca.gov

The Challenges

- Climate change
  - Transportation sector accounts for ~50% of statewide GHG emissions
  - Driving alone is the primary mode of travel in California
  - Even with transportation electrification, we need to reduce vehicle miles traveled
- Inequity
  - Decisions favoring car travel continue to increase racial and economic injustices
  - Barriers include:
    - Understanding the needs of low-income residents and disadvantaged communities
    - Affordability
    - Awareness





Sustainable Transportation Equity Project (STEP)

STEP's primary goal is to increase transportation equity by…

- Addressing community-identified transportation needs
- Increasing access to key destinations and services
- Reducing GHG emissions and vehicle miles traveled

Planning Grants	Implementation Grants
~$200k	$3-13 million
Available to local governments, community-based organizations, and tribes	
Focused on disadvantaged and low-income communities in California	
Funds a variety of planning and capacity building projects (e.g., community transportation needs assessments, workforce development, clean transportation planning, and outreach and engagement)	Funds a variety of clean transportation projects (active transportation, fixed-route transit, shared mobility) and supporting projects (e.g., workforce development, outreach and engagement, displacement prevention)

CARB

Outcomes/Successes
(Since 2020)

- Awarded 5 Implementation Grants and 8 Planning Grants
  - $44.5 million invested in disadvantaged and low-income communities
  - 744 electric vehicles and e-bikes purchased
  - 4,800 $MTCO_2e$ GHG emissions reduced
  - 6 million passenger vehicle miles traveled reduced
  - $8.3 million saved in travel costs
  - 374 lbs of PM 2.5 reduced
- New Request for Applications just closed
  - Concept Phase was oversubscribed
  - $216 million requested
  - $32.65 million available

CARB

The Bronx Is Breathing: Reimagining a Cleaner Hunts Point

Rachel Fishman,
New York State Energy Research and Development Authority (NYSERDA)

NEW YORK

Clean Transportation Prizes

Case Study:

The Bronx Is Breathing: Reimagining a Cleaner Hunts Point

Clean Neighborhoods
Challenge

Electric Mobility
Challenge

Electric Truck & Bus
Challenge

Rachel Fishman, New York State Research & Development Authority (NYSERDA)

November 6, 2023

Clean Transportation Prizes Case Study: The Bronx is Breathing

> **About the Clean Transportation Prizes, administered by NYSERDA**

- Electrify transportation, reduce air pollution, and enhance clean mobility in underserved communities in New York State.
- Awarded 17 planning grants in 2021 up to $200,000, and 10 grand prize awards in 2022 ranging from $7-10 million to implement 3-to-4-year projects.
  - The Bronx is Breathing, led by Volvo, is one of the grand prize awardees.

> **The Bronx is Breathing, Goals & Approach**

- Consists of 10 partners, five of which are local organizations based in the Bronx
- Implement three interdependent and synergistic strategies:
  - Develop a publicly-accessible freight-focused charging hub, paired with onsite solar & storage
  - Launch an Electric Truckers Cooperative that addresses economic barriers to freight EV ownership.
  - Model EV deployment paired with battery electric refrigeration in a food delivery fleet.

Outcomes & Successes To Date

> **Planning Phase (2022):**
  - From Hunts Point **residents,** heard that economic opportunity was critical
  - From an **industry** perspective, acknowledged barriers to transitioning to electric fleets

> **Implementation Phase(2023 -):**
  - Co-Design Sessions with Hunts Point Community
    - Hosted **community workshop** & co-developed a **Community Benefits Agreement**
    - Targeting workforce development and training for local residents
    - Transparent communication (timeline, construction noise)
  - Looking ahead….
    - Steering committee formation
    - Space-planning workshops
    - Wayfinding
    - General Outreach (bike tours, canvassing, tabling)
    - Education, job training & learning panels

Key Takeaways

> **For Program Designers**
- Phased approach yields increased opportunity for community participation
- Provide funds, coaching and training opportunities for small community organizations to build capacity

> **For Project Teams**
- Understand community needs/desires first, design solution in partnership with community
- Incorporate community organizations into project teams, and pay them
- Visit the site and meet with people in-person
- Provide multiple pathways for participation
- Piggyback on existing meetings and events
- Set expectations early & often

> **Next up…**
- More news & updates from all 10 projects (sign up for e-mails!)
- Dashboard
- Replication Playbooks

Thank you!

Web:
https://www.nyserda.ny.gov/All-Programs/New-York-Clean-Transportation-Prizes

E-mail:
cleantransportprizes@nyserda.ny.gov

NEW YORK STATE OF OPPORTUNITY. | NYSERDA

Electric Vehicle Program Designs and Strategies to Enhance Equitable Deployment

Andrew Satchwell,
Lawrence Berkeley National Laboratory

Electric Vehicle Program Designs and Strategies to Enhance Equitable Deployment

Andy Satchwell

With contributions from Jason Ball, Sydney Forrester, and Alexandra Grayson

This work was funded by the Joint Office of Energy and Transportation under Contract No. DE-AC02-05CH11231.

A resource describing key themes and principles found to be successful in driving equitable EVSE deployment

Approach and audience

- Summarize common themes and strategies from more than 60 EVSE publications, focusing on equity.
- Provide a resource for policymakers, federal and state officials, community leaders, and program managers.

Key Finding

Two common, nationwide practices for equity-focused EVSE deployment programs:

1. Customizing design and implementation strategies through community partnerships.
2. Ensuring community participation in the decision-making process.

Key Activity #1 - Cultivating Partnerships

Cultivating effective partnerships allows for the integration of community perspectives and priorities in the planning and implementation of EVSE programs

Supporting Processes

Stakeholder & Inter-Agency Engagement	Developing Funding Structures	Conducting General Outreach
• Prioritize relationship building • Gather support from policymakers • Formalize and adopt primary goals, principles, and commitments	• Stage financial commitments • Coordinate funding logistics • Reduce restrictions on funding uses	• Create specific outreach plans • Provide technology support • Improve connections among state-level partners

Key Activity #2 - Identifying a Community's Unique Needs

Equity-focused EVSE programs should recognize existing barriers to EVSE deployment and create alignment between program goals and a community's needs and wants

Supporting Processes

Identifying Preferences and Desired Outcomes	Defining Equity	Designing Incentive Structures
• Identify sites early • Connect with the local utility early • Engage in transparent contract negotiations • Maintain program flexibility when developing policy objectives	• Establish equity principles first • Use consistent definitions across similar programs and projects • Use EJ screening tools	• Create custom energy rates for EVSE • Use broad distribution channels • Create separate incentive structures for different targeted populations

Key Activity #3 - Developing an Iterative Program Design

Planning and implementation of equity-focused EVSE programs should include continuous measurement, evaluation, and improvement

Supporting Processes

Program Planning	Project Planning	Evaluating and Collecting Metrics
• Develop plans in parallel with other processes • Synchronize plans with municipal policy and local action plans • Create both short- and long-term versions of the same goal	• Connect with local utilities early • Understand building codes and permitting constraints • Develop mechanisms for continuous improvement	• Engage with partners to identify priority metrics • Disaggregate existing metrics • Utilize public engagement questionnaires

Conclusion

- Report can be applied by mapping barriers alongside relevant processes and possible solutions.
- Context matters (!) and determines what solutions are appropriate.
- Consistent finding that meaningful community engagement, particularly in low-income and marginalized areas, is essential for developing and implementing effective, equity-focused EVSE programs.

ENERGY MARKETS & POLICY

Contact

Andy Satchwell | **asatchwell@lbl.gov**

For more information

Download publications from the Energy Markets & Policy: https://emp.lbl.gov/publications

Sign up for our email list: https://emp.lbl.gov/mailing-list

Follow the Energy Markets & Policy on Twitter: @BerkeleyLabEMP

Related energy equity publications

Developing an Equity Framework for State Regulatory Decision-Making

Assessing the Current State of U.S. Energy Equity Regulation and Legislation

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Panel Discussion

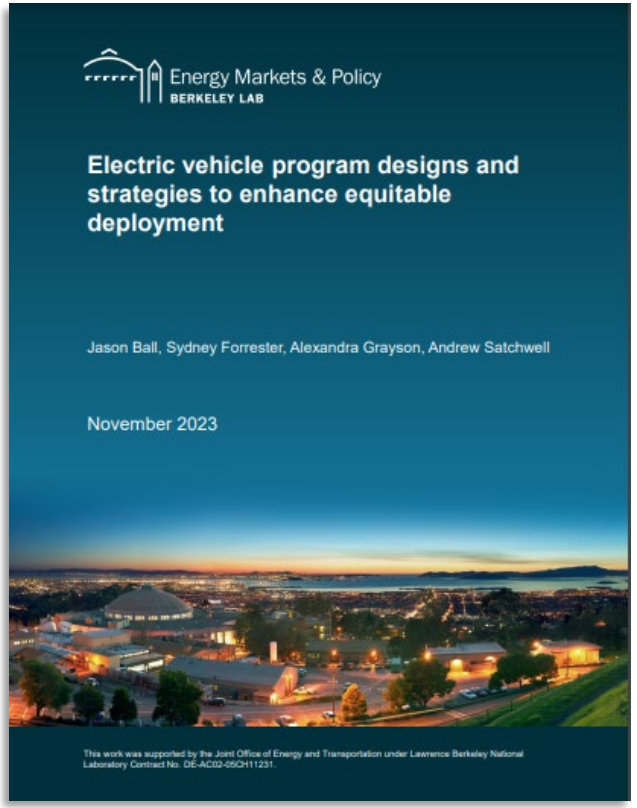
Questions and Answers

Resources

Case Studies (pending)

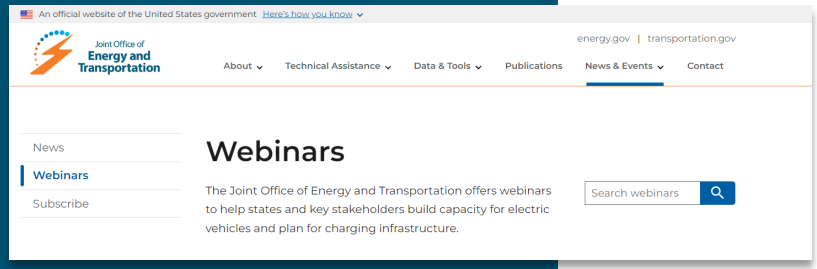
- "Electric Nation: An Upper Midwest Inter-Tribal Electric Vehicle Charging Community Network"
- "EVNoire Advances Equity for the Mid-Atlantic Electrification Partnership"
- "The Stockton Mobility Collective: Bringing Low-Carbon Shared Mobility to Underinvested Communities"
- "California's Sustainable Transportation Equity Project (STEP)"
- "The Bronx Is Breathing: Reimagining a Cleaner Hunts Point"

Principles report: Electric vehicle program designs and strategies to enhance equitable deployment (pending)



Upcoming Webinar Topics

November 15th *	**EV Charging Resources and Technical Assistance for Tribal Nations**
December 5th	Ride Electric: The Importance of Multimodal Transportation



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Thank you!

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