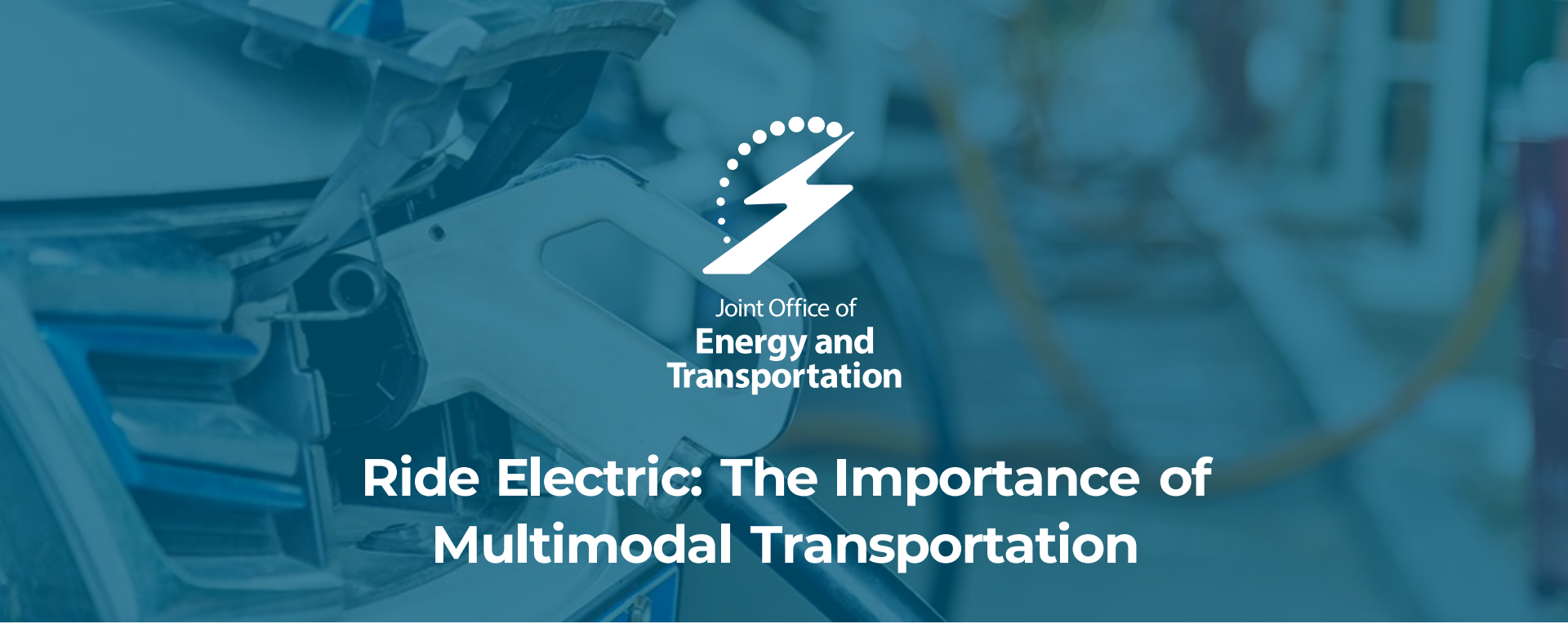


Joint Office of
Energy and
Transportation

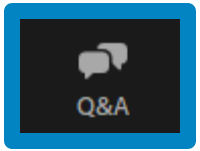
Ride Electric: The Importance of Multimodal Transportation

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

Notice: This webinar is being recorded and may be posted on the Joint Office website or used internally.

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

Agenda

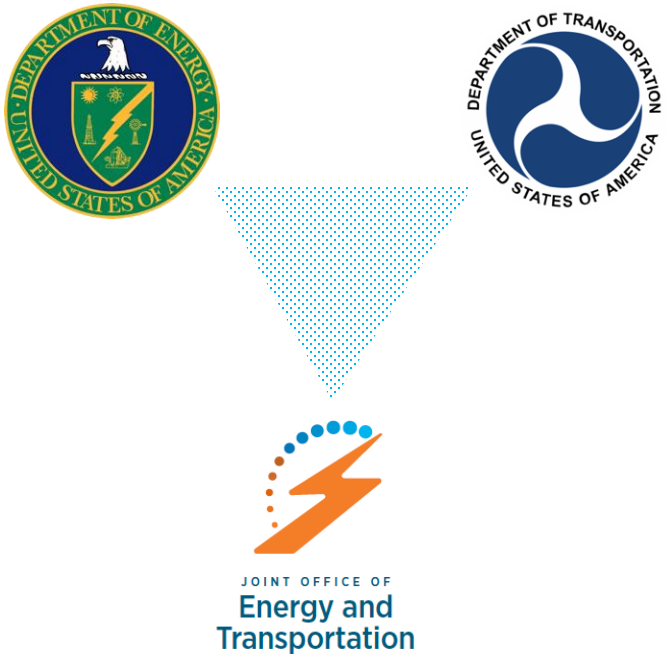
Introduction from the Joint Office

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

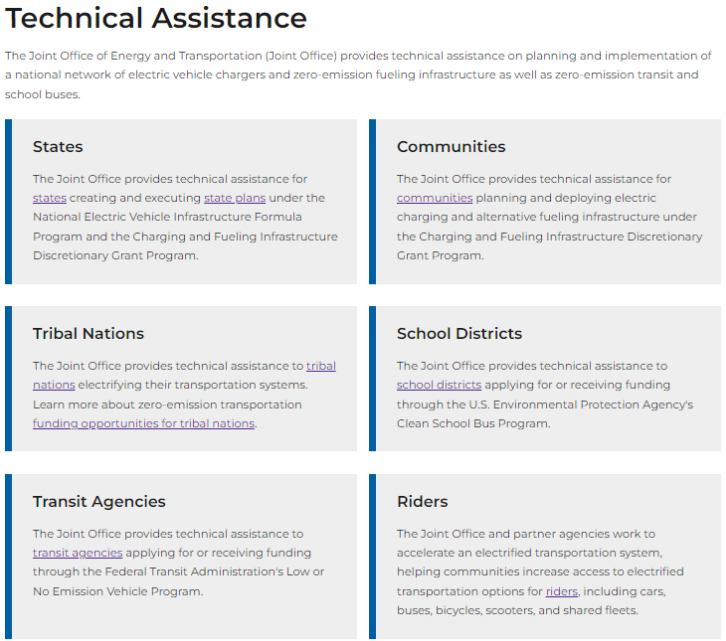
Charging & Fueling Infrastructure (CFI) Discretionary Grant Program (U.S. DOT)
$2.5 billion in community and corridor grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure

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.

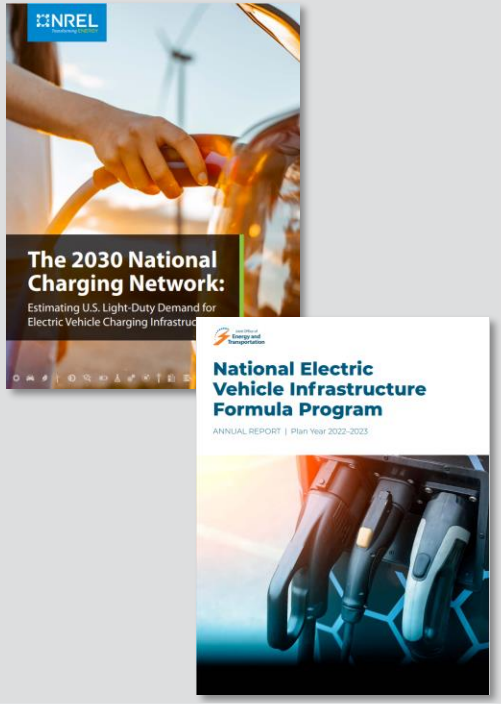
driveelectric.gov/technical-assistance

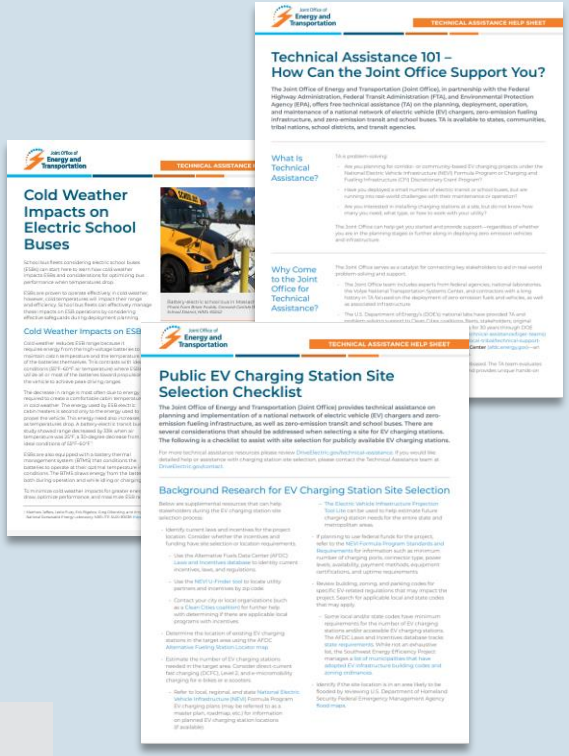
Concierge Service Contact Methods: 833-600-2751 | doe-dot.jo.ta@nrel.gov | driveelectric.gov/contact/

Rural and Urban EV Toolkits

Forecasts and Reports

Help Sheets and Checklists





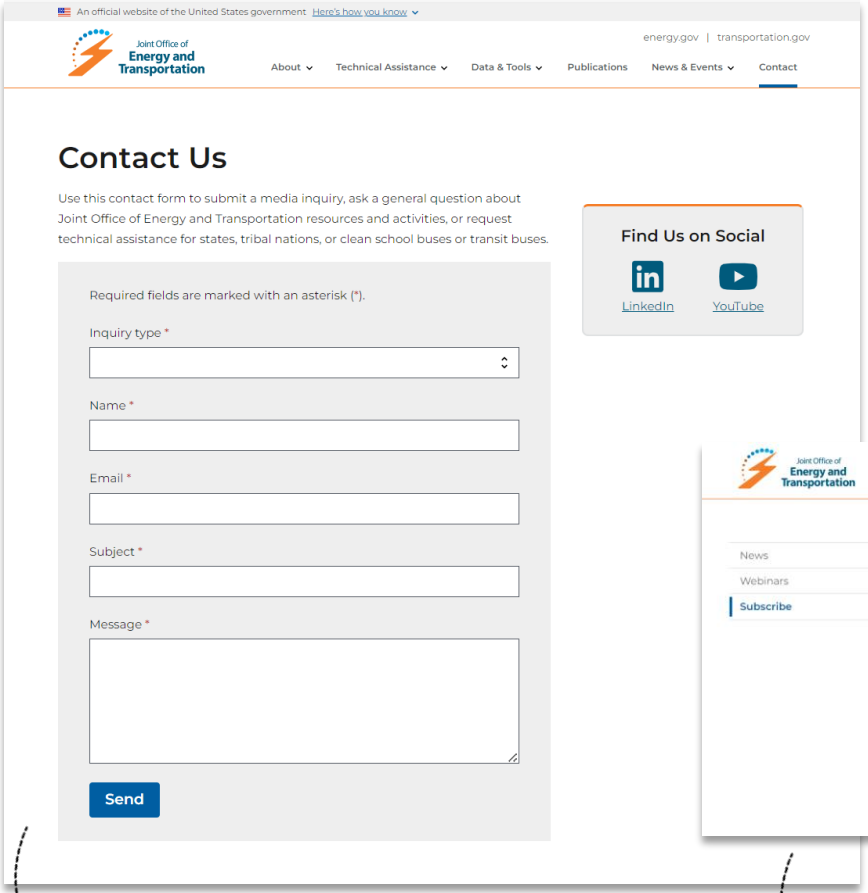
driveelectric.gov/resources

New Resources

RideElectric.gov

DriveElectric.gov/communities

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



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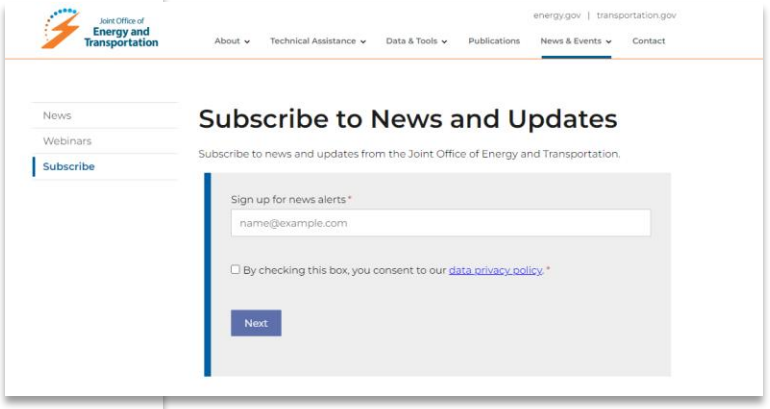


driveelectric.gov/subscribe

Intro from Executive Director Gabe Klein

Polling Questions

Panelists

Debs Schrimmer
Joint Office

Katy Burgio
NYC Housing Authority

Jon Hunter
American Lung Association

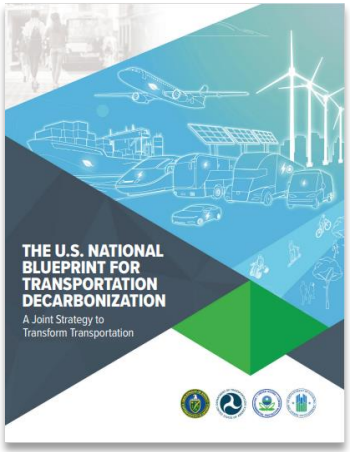
Abby Brown
National Renewable Energy Laboratory

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.

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

1 in 16 New Yorkers are NYCHA residents

Represents over 7% of NYC residential buildings

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)

For illustrative purposes only, renderings from local vendor's website of installations in NYC

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!

American Lung Association.
Clean Air Choice.

MINNESOTA CLEAN CITIES

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.

SAINT PAUL MINNESOTA

Minneapolis City of Lakes

HOURCAR

Xcel Energy℠

(and many other partners)

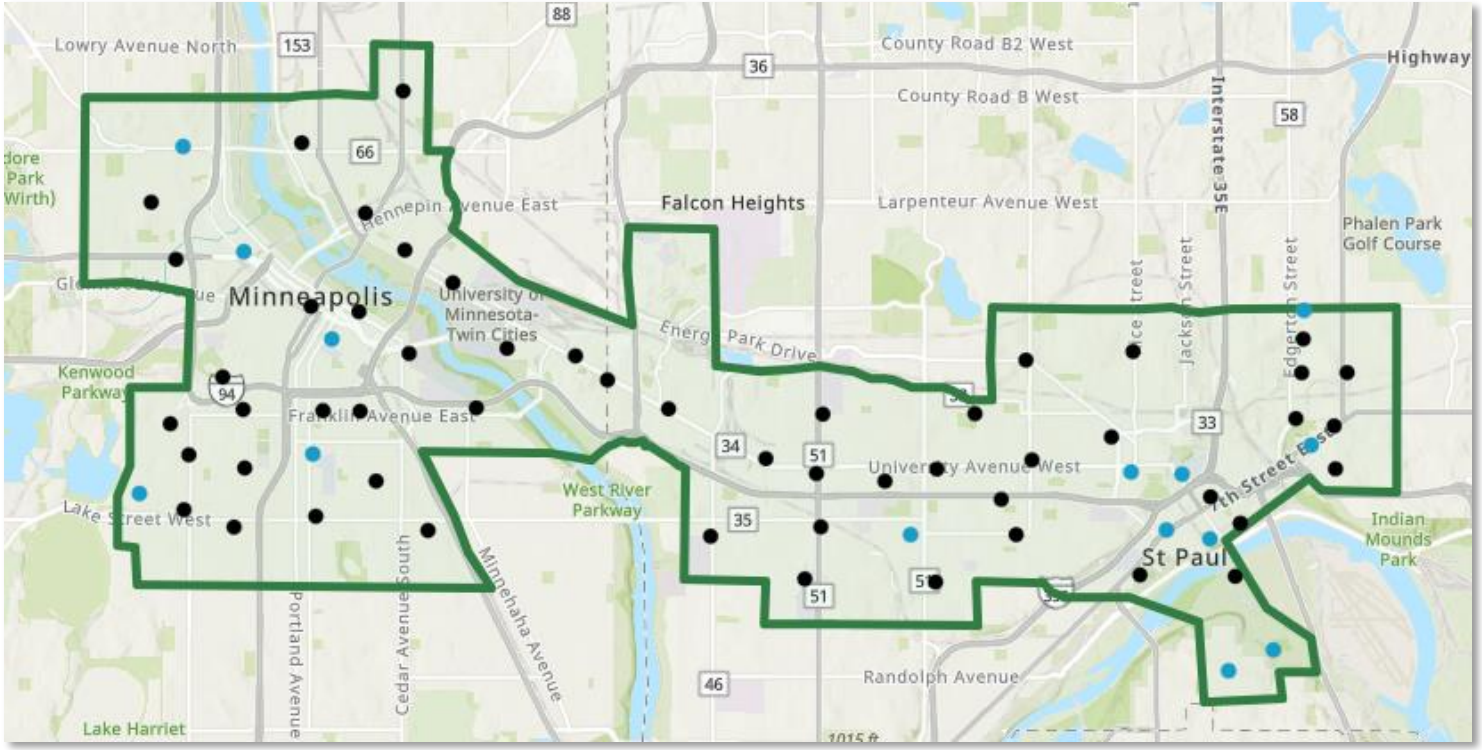
EV Spot Network & Evie Carshare

evie
Operated by HOURCAR

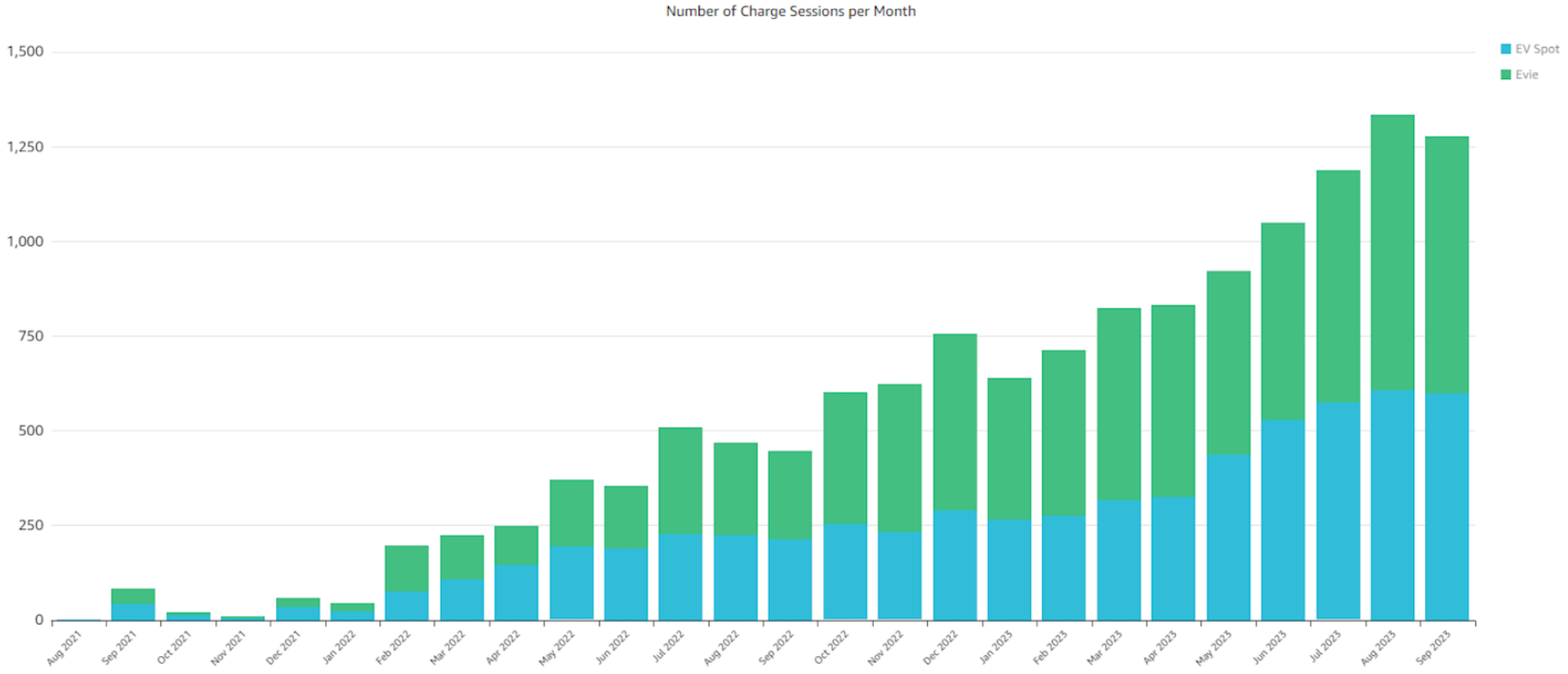
ev
spot
charging

EV Spot Network

Existing locations and Evie service territory

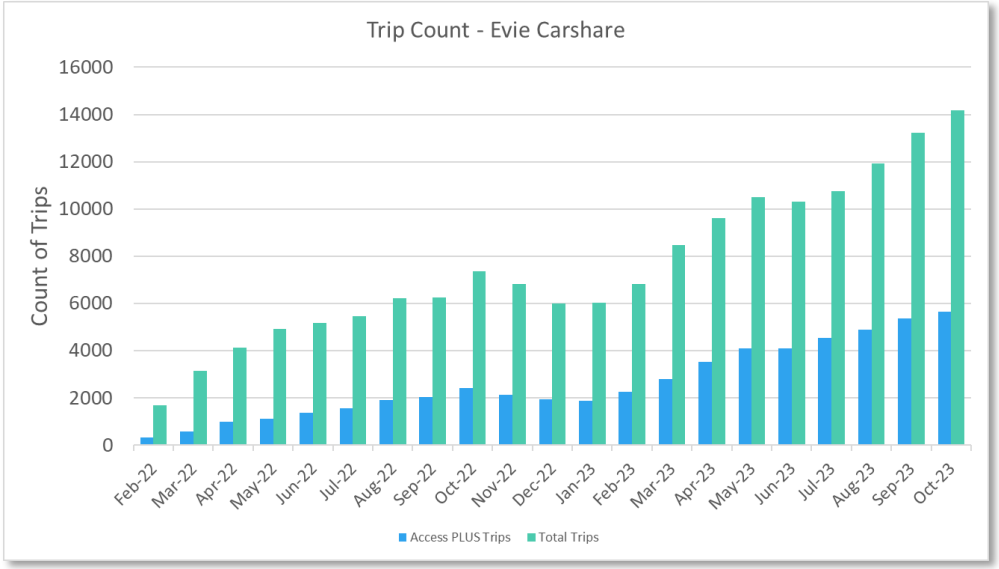


Charging Session



Evie Carshare Impact 2022-23

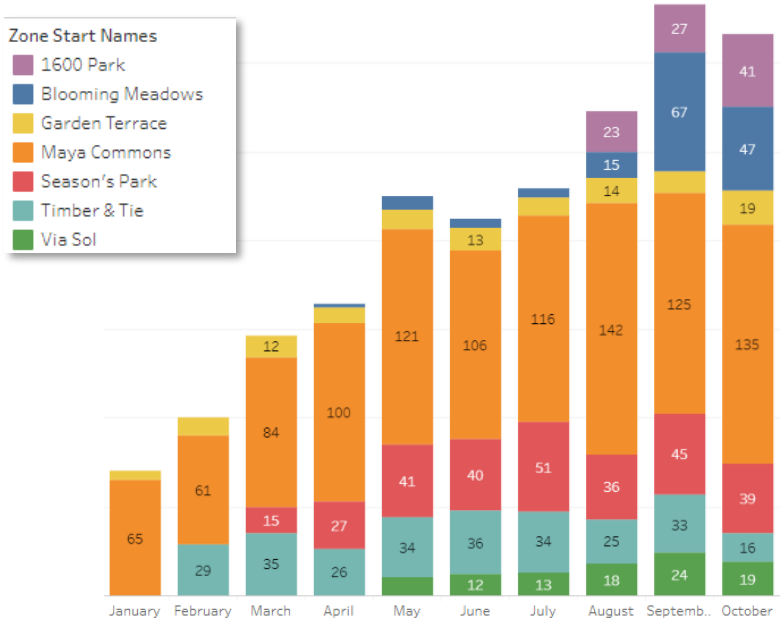
- 4,289 unique users
- 160,000 trips (over 100,000 in 2023)
  - 38% of total usage came from BIPOC/non-white members
  - 40% of total usage came from very low-income members
  - 13% of total usage came from BIPOC/non-white members who are also very low-income
- 1.6 million miles driven
  - More than 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



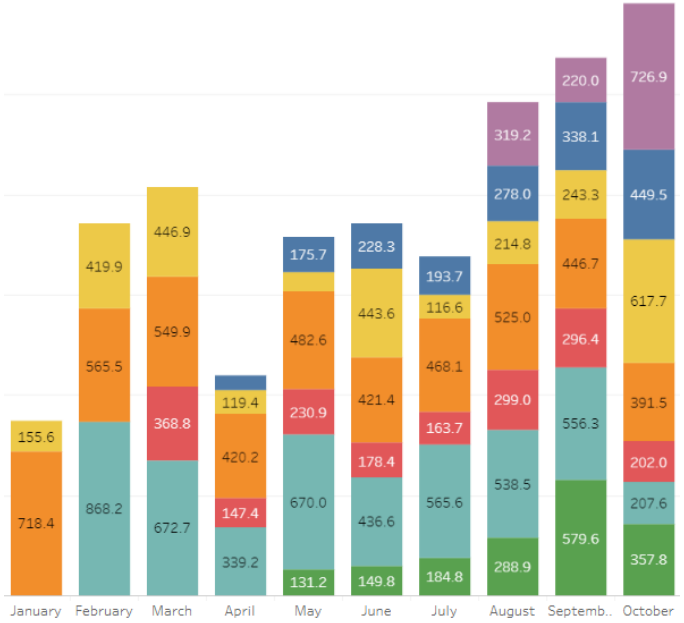
Multi-family Site Use

Roundtrip carsharing

Total Number of Trips

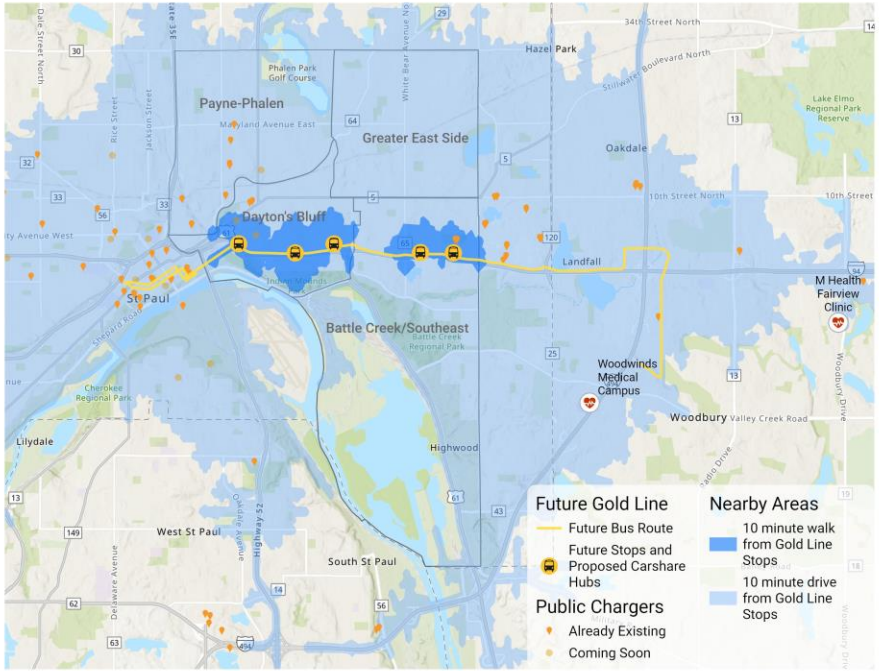


Total Duration of Trips



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

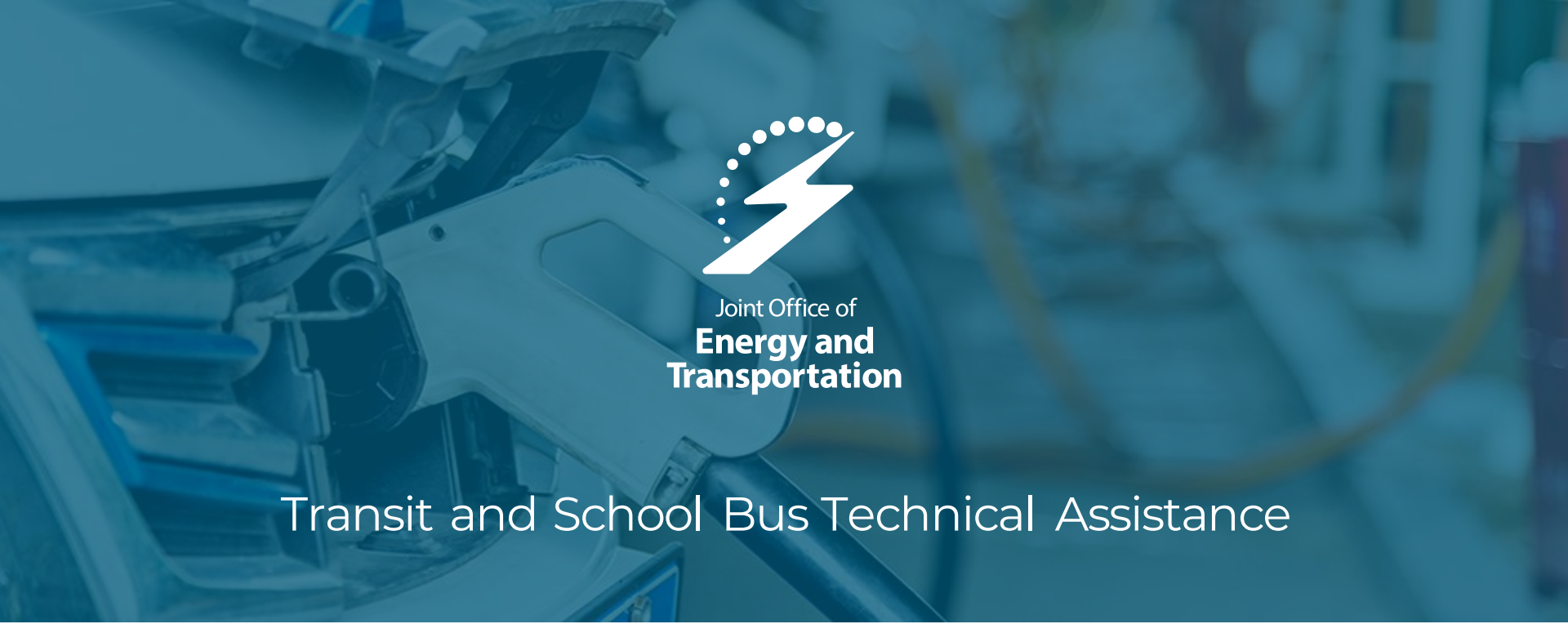
Jon Hunter
651-268-7601
Jon.Hunter@lung.org
CleanAirChoice.org

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
Energy and
Transportation

Transit and School Bus Technical Assistance

Abby Brown

driveelectric.gov

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

National Electric Vehicle Infrastructure Discretionary Program (U.S. DOT)
$2.5 billion in community grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure

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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

EPA

Technical Assistance Background

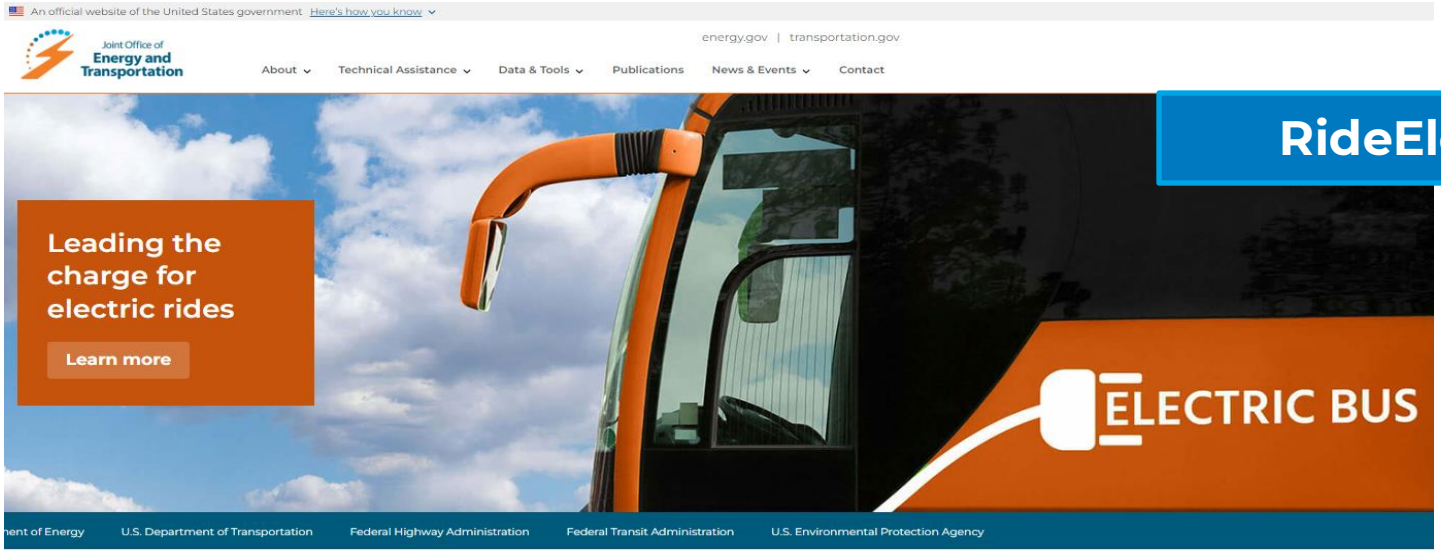
- NREL and other national labs have provided technical assistance to Clean Cities coalitions for nearly 30 years
- Technical Support
  - Data
  - Tools
  - Resources

cleancities.energy.gov

History of Clean School Bus and Transit Technical Assistance

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

Clean Transit & School Bus Technical Assistance



RideElectric.gov

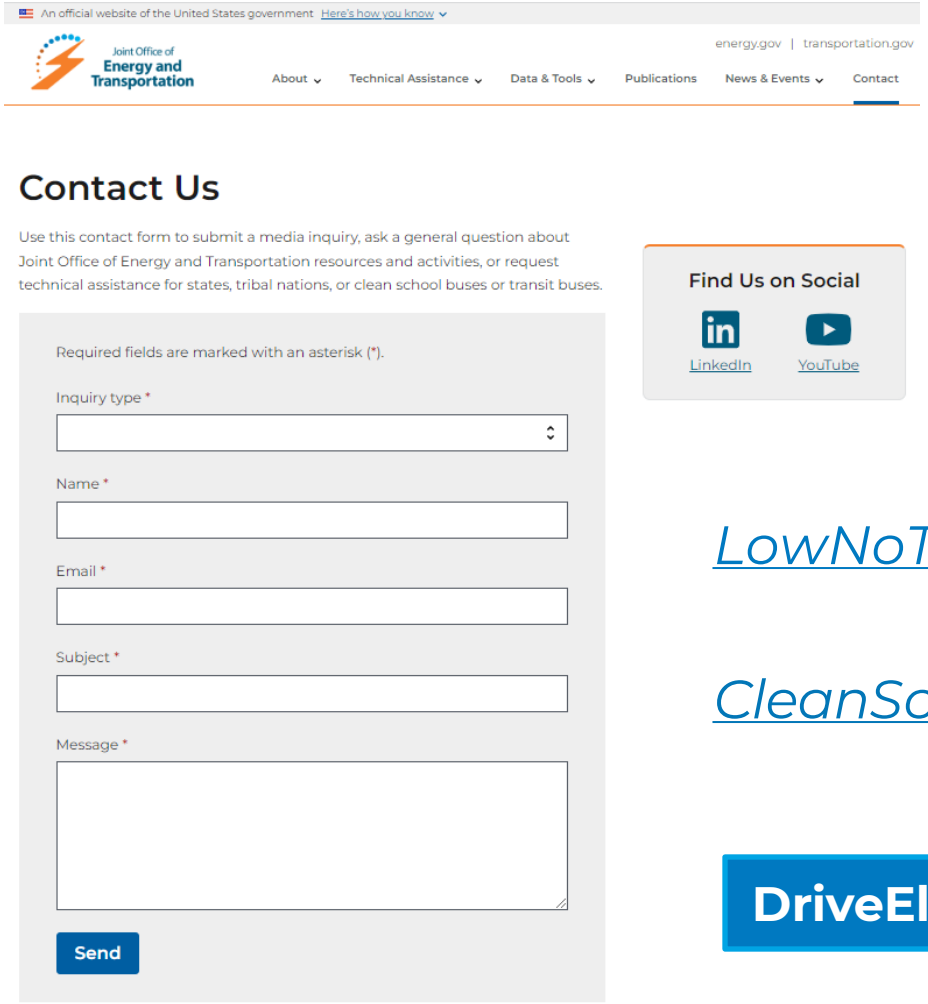
To support electric ridership across the nation's public transportation systems, this page contains information on technical assistance and resources for school districts, transit agencies, and riders of all zero-emission transportation modes.

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!



LowNoTransitTA@nrel.gov

CleanSchoolBusTA@nrel.gov

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
Advance Annual Appropriations	*$1,050*	*$1,050*	*$1,050*	*$1,050*	*$1,050*
Mass Transit Account of the Highway Trust Fund	*$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

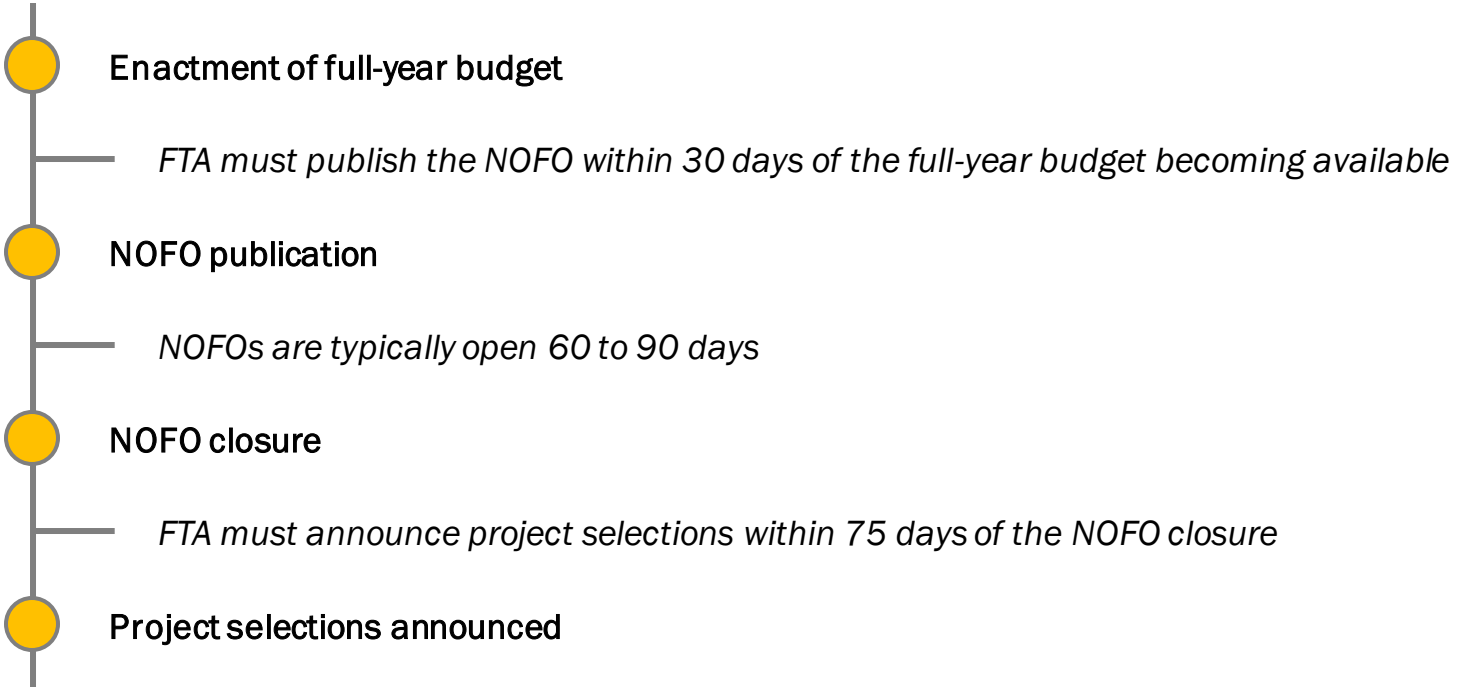
Selections

- **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

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**.**

EPA

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:
  - **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.**

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

Summary

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.

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)

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.

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.

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.

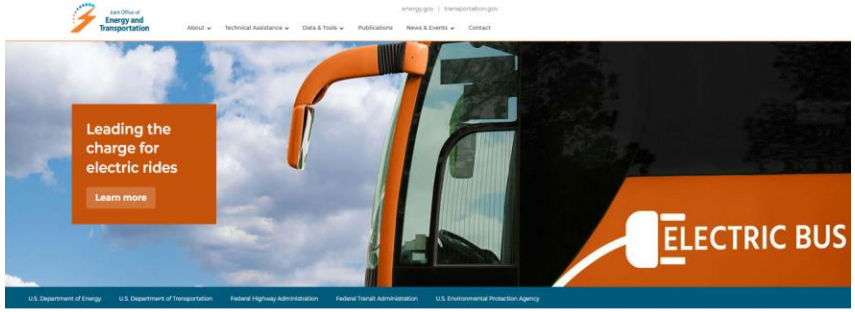
Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit *www.epa.gov/cleanschoolbus.*

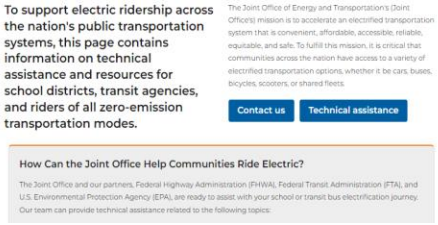
Panel Discussion

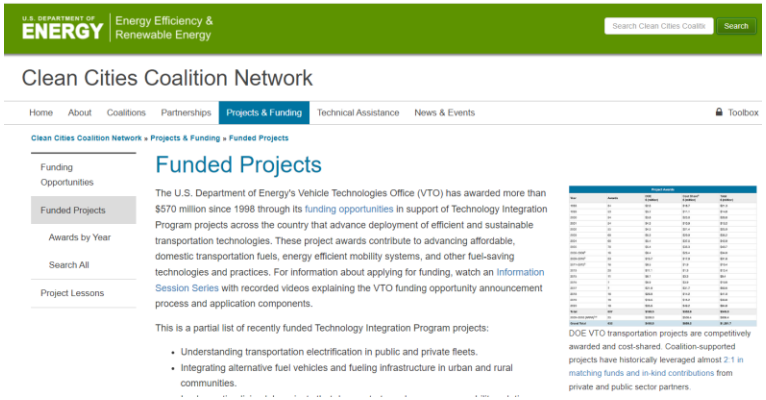
Questions and Answers

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/







Thank you!

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

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