

Brookland Neighborhood Civic Association

The neighborhood of Brookland is requesting air monitors due to the high asthma rates, which are prevalent in eastern DC.

Amtrak, MWCOG, Brotherhood of Locomotive Engineers and Trainmen

Prioritize funds toward repowering switcher locomotives. This will eliminate tons of NO_x and CO₂ and will benefit neighboring communities of NOMA, Ivy City, Trinidad, Old City, Eckington, Bloomingdale, Capitol Hill, and Navy Yard.

Each unit will cost \$1.3 million for a total of \$7.8 million for six switcher repowers.

Amtrak mentioned that they would be interested in funding the 60% cost share.

BYD

Focus on projects that emit highest levels of NO_x and support zero emission technologies for medium and heavy duty vehicles. On-road and non-road diesel equipment (excluding locomotives and marine) should be main concern. For on-road, BYD suggests electric transit and shuttle buses, delivery, cab forward, tractor trucks, and refuse trucks. Replacing WMATA with CNG would be short sighted.

“Electrified vehicle technologies produce zero emissions, eliminate the need for expensive-to-maintain particulate traps, and mitigate the need for oil changes.”

6R Refuse truck model - \$200,000

8R Refuse truck model - \$450,000

40' Electric Bus – base price of \$770,000

On-board charging is available.

BYD would provide a refuse truck for a demo and a route analysis to determine the range of the buses.

Cummins Sale and Service

Cummins, Inc. designs, manufactures, sells, and services diesel and natural gas engines, power generation systems, and related products and technologies.

Top priority is to repower or replace the current fleet of heavy duty vehicles and equipment with the latest clean diesel and natural gas technology.

DC Government Autonomous Vehicles Working Group

Preference should be given to projects supporting autonomous vehicle technology including pilot and testing projects or the purchase of autonomous or semi-autonomous transit fleet equipment. Autonomous

vehicles could improve air quality and congestion in the District. Autonomous vehicles also benefit vulnerable populations and disadvantaged communities by lowering transportation costs and providing transportation for those who cannot drive.

EV Connect

App that helps establish and maintain EV charging station infrastructure at your organization. The first part of the service determines which EV charging station installment company is best for your location/environment. EV Connect will then do a survey on your property to find the best suitable location for the station based on parking lot usage, power availability, installation cost, etc. Once the stations are involved, it provides the EV Connect Charge Cloud service, which is a cloud-based platform that provides monitoring, maintenance, driver support, and monthly activity reporting for all stations.

Greater Washington Region Clean Cities Coalition

Priority should be toward natural gas engines for heavy duty vehicles, more specifically from renewable sources (bio-methane). Possible vehicles include refuse trucks, transit buses, delivery trucks, and municipal fleets.

NGVAmerica

NGVAmerica's top priorities are as listed:

Provide higher level of funding for technologies that are proven to reduce NOx emissions greater than federal standards. Vehicles with engines certified to California's Optional Low-NOx Standard should receive the highest level of funding. Use the DERA option to fund low-NOx natural gas trucks (35% of replacement cost for private vehicles equipped with low-NOx engines).

Provide highest level of funding to vehicles/equipment that will reduce the most NOx. Evaluate main sources of mobile sources, which include prioritizing short-haul, regional-haul, and refuse trucks. Funds should not be divided, but should be spent toward projects that achieve the highest NOx reductions.

Ensure that funding incentivizes adoption by both public and private fleets. Funding public vehicles at 100% will not ensure maximum NOx reduction. Funding levels should be enough to cover incremental costs of new cleaner vehicles, rather than replacing and scrapping new diesel.

Prioritize funding for clean vehicles rather than fueling infrastructure. If it needs to be developed, funding should be secured through private- public partnerships.

Prioritize funding for commercially available products.

Scale funding to incentivize the cleanest engines available. Funding should be spent toward alternative fuel for medium- and heavy-duty engines.

CNG refuse trucks reduce about 2,141 lbs and cost around \$300,000.

NGVAmerica would like to meet in person to discuss further.

Orange EV

Funds should be spent toward projects yielding highest NOx reduction for money invested. Top priority is to replace class 8 heavy duty yard trucks with electric vehicle yard trucks. EV yard trucks are eligible under Categories 1 and 8 of the Consent Decree.

Yard trucks operate in industrial areas usually located in disadvantaged communities and can operate 24/7. Yard trucks include terminal truck, UTR, drayage truck, hostler, spotter, shifter, shunt, etc. Yard trucks are mostly limited to the confinements of the facility's freight/cargo yard and move cargo containers around the yard.

Annual emission reductions estimated to 1.7 tons of NOx. Costs range from \$240,000-\$285,000.

Proterra

Recommend that 54% of funds be directed toward incentivizing the deployment of EV transit buses and medium duty vehicles. Proterra also suggests spending entire 15% allocation toward charging infrastructure for light duty vehicles.

Proterra would like DOEE to adopt two funding programs to help with purchasing costs. They include the CA Zero-Emission Truck and Bus Program and the Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program. Chicago and New York have similar programs.

“The CA Zero-Emission Truck and Bus Program is a competitive funding program that allows all manufacturers of zero-emission technology to partner with transit agencies and compete for project funding.”

“The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program is a pool of money that is used by transit agencies on a first come, first served basis to bridge the gap between purchasing a fossil fuel vehicle and a zero-emission vehicle.”

Proterra's top priority is to reduce NOx emissions to improve air quality and provide health benefits.

Proterra is interested in deploying 5 EV buses and 5 multi-use depot charging stations in the District. Each bus saves about 93 lbs of NOx/year, 4 lbs of PM/ year, and ~200,000 lbs of CO2/year as compared to a diesel transit bus.

Recreational Trails Advisory Committee

Use funds toward recreational trail projects to increase the incentive to walk or bike.

Sunrise DC

Funds should be spent towards replacement of school generators and switcher locomotives. Switcher locomotive replacement would be cheapest option for highest NOx reductions and would benefit

disadvantaged communities near Ivy City and Union Station. Replacement of school generators would qualify as second cheapest and would also benefit vulnerable populations (children).

Josue Salmeron

Interested in spending funds towards charging stations, EV buses, and other electric vehicles.

Penske Truck Leasing

Top priority is to reduce vehicular emissions and invest in cleaner vehicle technology. Penske is interested in leasing alternative fueled vehicles to companies that do not have the funds to purchase cleaner vehicles. Penske also provides grant programs and tax credits. Penske provides a list of advice for incentive programs, which includes:

1. Provide equal financing programs for leasing vehicles
2. Prioritize projects that result in greatest emission reduction
3. Make sure to be transparent on deadlines for application funding
4. Know that things change and it is good to be flexible
5. Develop simple contracting mechanisms
6. Develop simple reporting templates of at least 2-4 times a year
7. Ensure quick payment periods
8. Develop alternatives of scrapping vehicles

MedicAire, LLC

Interested in using the funds towards the deployment of Medidock, which is an idle reduction control technology for ambulance/emergency vehicles. Most of idling of ambulances occurs outside of medical facilities and are thus impacting vulnerable populations. Medidock can be used on any ambulance without any additional installment.

This project could be funded through the DERA option.

Sierra Club

Top priority is to use funds to purchase EV Circulator Buses. Suggests that the District should convert all Circulator buses to electric by 2020. Funds should also be used to build a new electric bus garage. Sierra Club developed a petition to use the funds for EV Circulator buses, which resulted with 717 signatures.