

PON 5739 Clean Mobility Program

Frequently Asked Questions

1. Does this program support battery charging cabinets (e.g. cabinets for safe storage of lithium-ion batteries)
 - Yes
2. Can college campuses apply under the Employer/Employee heading?
 - Yes
3. If we have multiple clean mobility plans (different types of EV solutions) should we submit separate applications for each?
 - In Round 1, a lead applicant may only submit one Planning application and one Demonstration application. However, a lead applicant could propose to plan/demonstrate multiple mobility types at once in the same application.
4. How much money will be reserved for demonstration projects in Round 2?
 - There is no set amount reserved for Demonstration projects in Round 2, but we anticipate there will still be funds available.
5. Can you share more information on what's required in the completed Mobility Plan?
 - See Consultant tasks for Plans ([Attachment B: Planning Statement of Work Template](#))
6. If applicants are not using a NYSEERDA pre-qualified consultant, do they have the option to use their own, either in-house employees or any third-party consulting firm of their choosing?
 - Yes. If awarded, then NYSEERDA would reimburse the applicant directly.
7. How could a private charging company partner with one of the eligible entities on this PON? Can we get a list of attendees in this webinar to reach out to?
 - We encourage eligible entities to establish their own connections.
8. Is this stackable with other programs?
 - Yes. Please note Demonstration projects must have at least a 20% cost share which does not come from NYSEERDA.
9. My organization had an EV first mile/last mile NYSEERDA grant a few years ago and then COVID hit. The project was ended due to low responses to the service. Should we start from scratch again with a planning grant or can we update all the previous mobility plan and go for a demonstration grant?
 - It is possible to build upon past work. Applicants are encouraged to view [Attachment B: Planning Statement of Work Template](#) to determine whether to apply for the Planning or Demonstration Track.
10. It was mentioned this program is about planning new opportunities, instead of converting fleets. I work at a startup that created a plug-and-play device that upgrades regular bikes into e-bikes. Does this qualify?
 - If this is part of a broader project that provides new mobility options to a community, it could be eligible.

11. Will any additional guidance be provided regarding existing planning that may have been completed? Will NYSERDA be able to review existing planning documentation prior to the August 15 deadline to confirm if anything is missing?
 - Please review [Attachment B: Planning Statement of Work](#) for the type of work that must be completed before demonstration funds can be released. NYSERDA cannot review existing planning documents but we encourage eligible entities to email cleanmobility@nyserda.ny.gov or attend an informational webinar/Q&A session with specific questions. Upcoming webinars are listed at the bottom of the [Clean Mobility Program website](#).
12. Is it feasible that you can go for a planning grant in 2024 and implementation of that plan in 2025?
 - Yes, the goal is to have all mobility plans completed by Summer 2025 when the Demonstration Round 2 of PON 5739 is released. However, applicants do not need to have participated in a Clean Mobility Program-funded planning project to apply to Demonstration Round 2.
13. This PON appears to be focused on attributes other than traditional EV charging for buses and private EVs, and less on traditional EV charging for private vehicles, right?
 - Yes, that is correct.
14. Is there a time limit on how old prior completed planning work can be?
 - No, but for all applications that contain prior completed planning work, the application must demonstrate that the prior work is still relevant or show how the materials would need to be updated.
15. If a vendor currently has NYSERDA funding for a project, are they eligible to apply for this round of funding as well?
 - Yes, but at least 20% cost share must come from non-NYSERDA funds.
16. Can a winning applicant name or sole source a contracted mobility provider, or is a competitive RFP required?
 - For Demonstration proposals: If an applicant wishes to use a particular mobility provider, or any other subcontractor, to complete its project, the applicant must include that entity in its application to the Program. If the subcontractor does not appear in the proposal to NYSERDA, the applicant must follow the subcontracting procedures laid out in the award contract, see Exhibit B Article V of the [Sample Agreement](#).
17. What are the expectations for demonstration track projects beyond the three years that are funded by NYSERDA?
 - NYSERDA's goal is have projects be self-sustainable without NYSERDA funding. Sustainability and ability to meet changing community needs are important parts of the evaluation criteria.
18. Does a mobility study that identifies zones for potential on-demand transit suffice for being able to apply for a demonstration project that would implement it as a 100% EV operated service?

- The plan should also discuss the other elements that planning studies need to complete (outreach, technical feasibility, regulatory feasibility) - please see [Attachment B: Planning Statement of Work](#).
19. Would it be more competitive to do planning for multiple forms of mobility options or just one?
- Please refer to the Program Opportunity Notice (PON) Evaluation Criteria, such as Projected Impact, in the [PON Summary](#) to review elements that will be scored.
20. Is this a one-time PON or do you anticipate the Clean Mobility Program will have future rounds past Summer 2025?
- Currently, this is assumed to be a one-time PON
21. Can an applicant partner with a mobility provider?
- Yes, a mobility provider can be a team member or subcontractor, but it cannot be the prime.
22. The PON states that NYSERDA reserves the right to accept or reject proposals based on the degree of portfolio balance/optimization and the diversity of awards within multiple locations, climates, regions, or other geographically articulated criteria (for example, Regional Economic Development Regions, NYISO). Can you elaborate on how this will affect decision making?
- NYSERDA wishes to ensure that the benefits of this program reach as many of the State's residents as possible. Therefore, during the evaluations of each round of each phase of the Program NYSERDA may choose to give weight to the unique location, climate, region, or geography of the projects under review.
23. Could you clarify what is a group of employers?
- An employer is any entity or organization that employs people, without restrictions on corporate, governmental or non-profit status. For purposes of the Program a "group of employers" is one or more employers that employ over 1000 people in a single community.
24. Can a mobility provider be listed on multiple applications as a teaming partner?
- Yes, a mobility provider can be listed on multiple applications.
25. The PON says that dedicated funding is allocated to Demonstration projects in the Bronx (minimum \$3 million) and electric micromobility Demonstration projects in the areas served by Central Hudson, National Grid, New York State Electric & Gas, and Rochester Electric & Gas (minimum \$5 million). Can you elaborate on focus in the Bronx and exact definition of micromobility, i.e. could microtransit be eligible for that funding?
- Three Million dollars (\$3M) is set aside for any area in the Bronx, for any type of Clean Mobility Program-funded projects. Another \$5M is set aside to demonstrate electric micromobility solutions for low-to-moderate income (LMI) individuals and disadvantaged communities in the areas served by the upstate investor-owned utilities. Micromobility is defined as e-bikes, e-scooters and similar devices; microtransit is not eligible. However, EV microtransit is eligible for Clean Mobility Program funding outside of the set asides.
26. Is the Clean Mobility Program the follow-on to the Clean Transportation Prize program or do you anticipate another round of the Clean Transportation Prize Program?

- The Clean Mobility Program is a separate program from the Clean Transportation Prize program. At this point there are no plans for another round of Clean Transportation Prizes.
27. Are electric or solar electric boats part of this?
- These could be eligible, but any proposed solutions must be technologically mature.
28. What are the funding sources for Clean Mobility vs Clean Transportation?
- The Clean Mobility Program is funded via CEF, RGGI, and Micromobility Make Ready funds. The Clean Transportation Prizes were funded via Make Ready funds.
29. Will there be networking opportunities for applicants to meet potential teaming partners?
- Applicants and mobility providers are encouraged to network outside of this process. Once planning grants have been awarded NYSERDA may arrange for listing, and showcase of, mobility providers.
30. Can planning funds be awarded to the Eligible Entity to cover their own staff if they do not wish to contract with a NYSERDA pre-qualified planning firm?
- Yes