

# Funding and Financing Program Presentations and Updates

- CalFleetAdvisor
- California Energy Commission and EnerGIIZE
- California Department of Transportation (Caltrans)
- US Department of Energy and Environmental Protection Agency
- CA Infrastructure and Economic Development Bank (ibank)
- California Capitol Access Program (CalCAP)
- Low Carbon Fuel Standard (LCFS)
- South Coast Air Quality Management District
- Bay Area Air Quality Management District
- San Joaquin Valley Air Pollution Control District
- Ports of Los Angeles and Long Beach

# CAL FLEET ADVISOR

NAVIGATING ZERO-EMISSION TRUCKS

- **Personal Advisor:** Get paired with a dedicated advisor to provide individualized insights towards ZEVs and fueling options, incentives, and more.
- **Resources & Referrals:** Gain connections with utilities, local agencies, dealers, and service providers.
- **Funding Process Assistance:** Receive assistance in preparation for all requirements of application.
- **One-Off Questions:** Ask quick questions about ZEVs without the need to enroll in the program.

Visit [www.calfleetadvisor.org](http://www.calfleetadvisor.org) to enroll for FREE today.



1-888-TRY-A-ZEV (888-879-2938)

[calfleetadvisor@californiahvip.org](mailto:calfleetadvisor@californiahvip.org)



# energIIZE

## COMMERCIAL VEHICLES

### Funding ZEV Charging & Refueling Deployment for MDHD Fleets

Tesi Bravo | Deputy Director

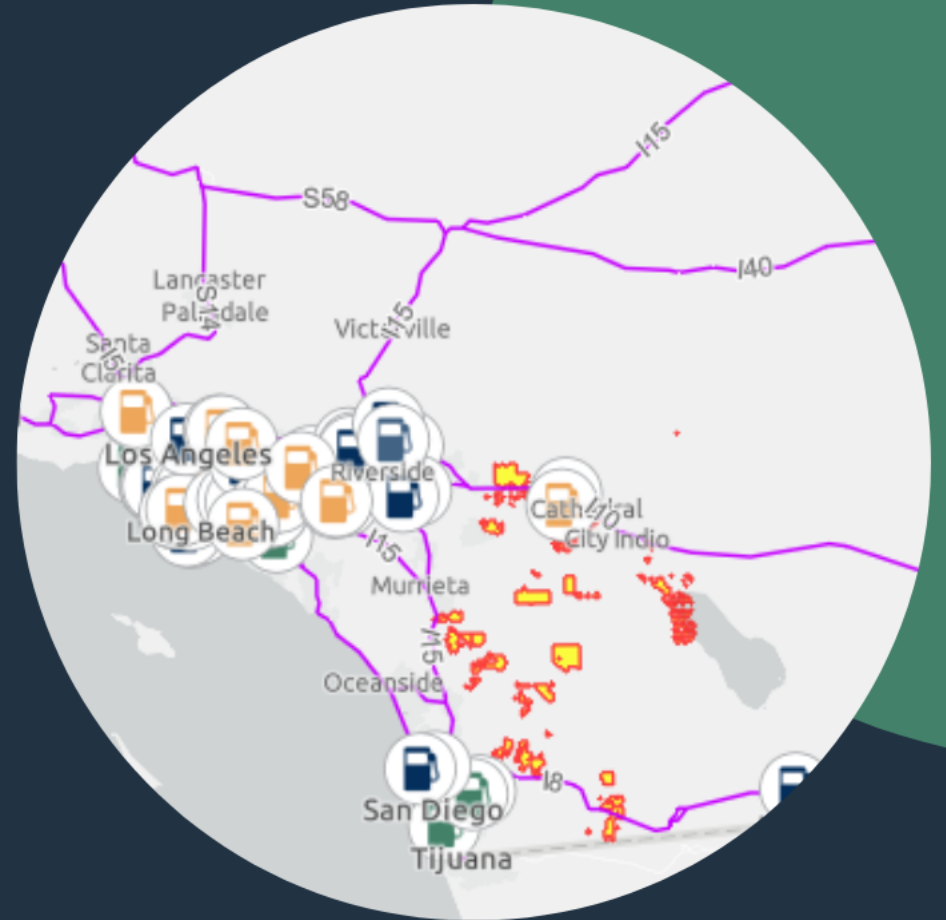
tbravo@calstart.org | energIIZE.org

<https://EnergIIZE.org>



# ABOUT ENERGIIZE

The California Energy Commission (CEC) awarded block grant funding for EnergiIZE to provide reimbursement style incentives to infrastructure projects that deploy ZEV charging/refueling in support of Medium-Duty-Heavy-Duty (MDHD) fleets.



## Drayage

- Lane Open - Up to \$50M
- Match CARB HVIP Vouchers to CEC/EnerGIZE Charging/Refueling
- EV or H2 Infrastructure Serving MDHD Commercial Fleets
- Private, Public or Shared



# ENERGIIZE: ZEV INFRA SUCCESS

Project Launch  
February 2022

DEPLOYMENT OF NEARLY

2000

EV CHARGERS/DISPENSERS

High User  
Friendliness

Strategic  
Partnerships

AWARDED PROJECTS

>\$100M<sup>SUM</sup>

65%

Stackable  
Funding

- Utilities
- Air Districts
- Local Governments

Of Submitted  
Applications  
Are Awarded

PROCESSED

350 APPLICATIONS

# WHAT DOES ENERGIIZE PAY FOR?

## HARDWARE

- CHARGERS
- UTILITY UPGRADES
- SWITCHGEAR
- TRANSFORMERS
- PANELS

## SOFTWARE

- FLEET SOFTWARE
- DEMAND MANAGEMENT
- NETWORKING
- REMOTE MONITORING

## MAINTENANCE

## WARRANTY



markets and  
er base.

with

# HOW MUCH MONEY IS AVAILABLE?



Project Type	PROJECT CAP	MAX AWARD
EV - L2 or DC	\$500,000	\$750,000
H2	\$3,000,000	\$4,000,000
MIXED FUEL	\$750,000	\$1,000,000



# AM I ELIGIBLE TO APPLY FOR ENERGIIZE FUNDING

To Apply, Make Sure You Meet The Following Criteria:

- Valid IRS-Issued TIN
- TIN In Good Standing with the SOS
- Have A Project Supporting The Deployment of ZEV infrastructure
  - EnergiIZE projects may be public, private, or shared





**energIIZE**  
COMMERCIAL VEHICLES

**THANKS FOR  
WATCHING**

# California Department Transportation (Caltrans)

## Jimmy O'Dea, Assistant Deputy Director, Transportation Electrification, Caltrans

- National Electric Vehicle Infrastructure (NEVI) program
  - General Information: [National Electric Vehicle Infrastructure \(NEVI\) Formula Program | California Energy Commission](#)
  - Docket on using funding for MD/HD: [Joint Workshop on Development of the 2024 Update to the NEVI Formula Program Deployment Plan \(ca.gov\)](#)
- Charging and Fueling Infrastructure (CFI) Discretionary Grant Program: [CFI - Environment - FHWA \(dot.gov\)](#)
  - Request for Info: [Tri-State CFI RFI](#)
  - Local agency letter of support request: [Caltrans District Representatives \(smartsheet.com\)](#)
- [Trade Corridor Enhancement Program \(TCEP\) | CTC \(ca.gov\)](#)
- Subscribe to Caltrans ZEV updates: [Director's Office of Equity, Sustainability & Tribal Affairs | Caltrans](#)



U.S. DEPARTMENT OF  
**ENERGY**

# Hydrogen Interagency Taskforce – Federal Funding Opportunities

Dr. Benjamin Gould

Technology Manager, Hydrogen and Fuel Cell Technologies Office

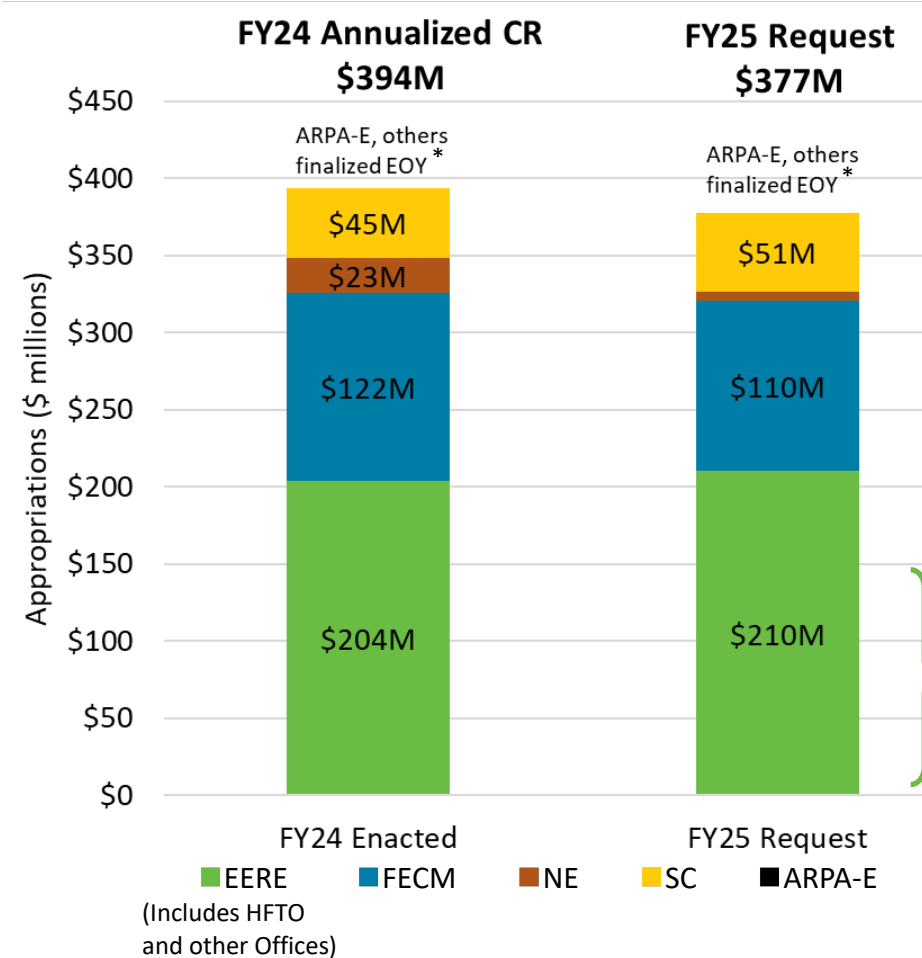
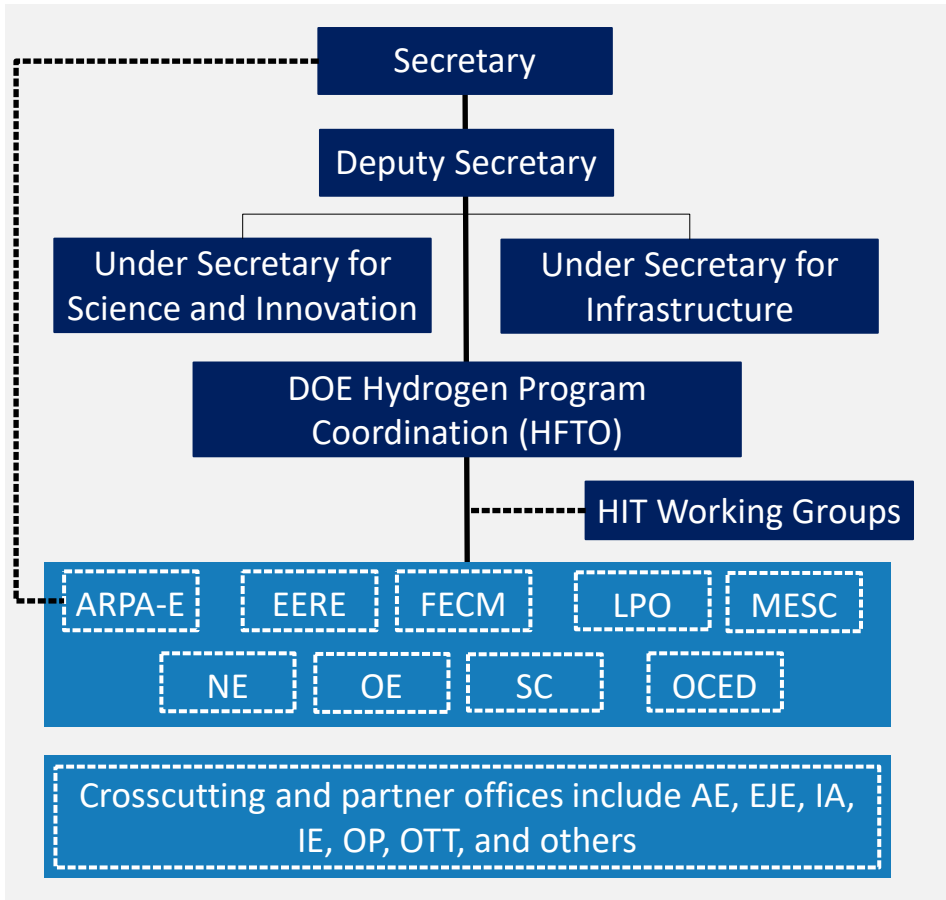
U.S. Department of Energy

June 5, 2024



# The U.S. DOE Hydrogen Program – Coordinated across Offices

Comprehensive, coordinated program across offices with \$377M in FY25 Budget Request



**Annual Appropriations Budgets**  
(excludes BIL \$9.B funding and LPO)

**HFTO**  
FY24: \$170M  
FY25 Request: \$170M

FY25 Request: Production: \$15M; Infrastructure: \$52M; Fuel cells: \$25M; Syst. Dev.Integ:\$75M; Analysis: \$3M

DOE Hydrogen Program coordinated through HFTO. Source: <https://www.energy.gov/sites/default/files/2023-03/doe-fy2024-budget-volume-2-crosscutting-v3.pdf>

\*Final to be updated by end of year (EOY), e.g., ARPA-E, SC funding is determined annually based on programs/selections. Annual funding only, excludes BIL funding and new offices (e.g., OCED)

A nighttime photograph of the United States Capitol building in Washington, D.C. The building is illuminated, and its lights are reflected in the water of the reflecting pool in the foreground. The sky is dark blue. The text is overlaid on the image in a white, bold, italicized font.

# *Whole-of-Government Coordination*

*And with the private sector, communities,  
and more*

# Hydrogen Interagency Task Force (HIT) across Agencies

[www.hydrogen.gov](http://www.hydrogen.gov)

Portal for whole-of-gov activities

WH and Deputies Group  
Co-Chairs

HIT  
Director  
(Deputy Director(s))

Secretariat

Program Leadership  
Group

- Department of Agriculture
- Department of Commerce
- Department of Defense
- Department of Energy (Co-Chair)
- Department of the Interior
- Department of Labor
- Department of State
- Department of Transportation
- Department of the Treasury
- Environmental Protection Agency
- National Aeronautics and Space Administration
- Office of Science and Technology Policy
- Small Business Administration
- White House Climate Policy Office (Co-Chair)

Working  
Groups

Supply and Demand at  
Scale

Infrastructure, Siting,  
Permitting

Analysis and Global  
Competitiveness

Crosscutting  
Teams

DOE JST Teams: Production, Delivery, Storage, Conversion, Applications, H2 Hubs,  
Workforce, Equity, and Justice

JST: Joint Strategy Team. Equity, Energy and Environmental Justice is a crosscutting priority across WGs.

# Clean Heavy-Duty Vehicles (CHDV) Grant Program Overview

The EPA anticipates awarding up to **\$932 million** in funding under this Notice of Funding Opportunity (NOFO).

Eligible activities include the **replacement of existing non-zero-emission Class 6 and/or Class 7 heavy-duty vehicles with zero-emission vehicles**, as well as the purchase and installation of **associated infrastructure**, and **workforce development and training**.

There are **two** sub-programs, one for school bus replacement projects (**School Bus Sub-Program**) and one for non-school-bus vehicle replacement projects (**Vocational Vehicles Sub-Program**).

There is a set-aside for **Tribal and territory applicants**.

EPA is committed to ensuring the CHDV Program delivers on the Justice40 Initiative to ensure that at least 40% of the benefits of certain federal investments flow to disadvantaged communities. Per the statute, **at least \$400 million** of the funding under this NOFO will go to applications that **replace vehicles to serve 1 or more communities located in a nonattainment area**.





\* Please read Section III.D of the Notice of Funding Opportunity for the full list of eligible and ineligible costs and activities.

## Vehicle Replacements

- EPA will offer funding to cover the **incremental** cost of replacing a non-zero-emission Class 6/7 heavy-duty vehicle with a **Class 6/7 zero-emission vehicle**. Zero emission vehicles include battery electric vehicles and hydrogen fuel cell vehicles.

## Infrastructure

- Funding may be used for the **purchase and installation of infrastructure** that will support vehicles replaced under this program.

## Workforce Development & Training

- Funding may be used to pay for **driver/mechanic training** related to the maintenance and operation of new technologies, and vehicle **warranties**.

## Implementation Costs

- Funding may be used to cover costs **directly related to the implementation, management, and oversight of the project**, including recipient and subrecipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs.

# Eligible Vehicles

Class 6/7 School Buses

Class 6/7 Vocational Vehicles

- Including (but not limited to):
  - Delivery Trucks
  - Utility Trucks
  - Bucket Trucks
  - Other box trucks
  - Refuse Haulers/Dump Trucks
  - Class 6/7 Transit Buses

Class 6 and Class 7 Vehicles include vehicles with a Gross Vehicle Weight Rating (GVWR) between 19,501 and 33,000 lbs.

# 2024 CHDV Grant Program Structure

## School Bus Sub-Program

Level of Funding: 70% of total funds

Eligible Vehicles: Class 6/7 school buses

Minimum of 10 buses per application

## Vocational Vehicles Sub-Program

Level of Funding: 30% of total funds

Eligible Vehicles: Non-school-bus Class 6/7 vehicles, including, but not limited to, delivery trucks, utility trucks, bucket trucks, other box trucks, refuse haulers/dump trucks, and Class 6/7 transit buses

Minimum of 3 vehicles per application

EPA anticipates awarding at least 15 grants from either sub-program to eligible applicants from Tribes and territories under a Tribal/territory set-aside. Territories and Tribal applicants are not subject to vehicle minimums.

# Eligible Existing Vehicles Must\*:

## All Vehicles Must:

- Be a **Class 6 or Class 7 heavy-duty vehicle** with Gross Vehicle Weight Rating (GVWR) between 19,501 lbs to 33,000 lbs
- Be **fully operational** at the time of application submission
- Be an **engine model year (EMY) 2010 or older diesel-powered vehicle** that will be **scrapped** if selected for funding. If a fleet has no eligible EMY 2010 or older diesel-powered vehicles, the fleet can either:
  - Scrap an EMY 2010 or older non-diesel internal combustion engine (ICE)-powered vehicle
  - Scrap, sell, or donate an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle
  - Move an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle to a “reduced service” fleet and scrap an EMY 2010 or older reduced-service vehicle in its place

## All School Buses Must:

- Have provided bus service to a public school district at least **3 days/week on average during the 2022/2023 school year** at the time of application, excluding emergency-related school closures

## All Other Non-School Bus Vehicles Must:

- Have accumulated at least **7,000 miles/year** during each of the two years prior to replacement
  - The mileage of two or more vehicles may be combined to reach 7,000 miles/year where two or more vehicles will be scrapped, sold, or donated and replaced by a single vehicle
  - For **Tribal and territory applicants**, the mileage minimum is **5,000 miles/year** during each of the two years prior to replacement
  - If a vehicle does not meet the mileage requirement, the applicant can demonstrate that the vehicle has **idled at least 500 hours/year** during the two years prior to replacement

*\*Refer to Section III.D of the NOFO for specific eligibility information*

# Eligible New Replacement Vehicles Must\*:

## All Vehicles Must:

- Be a **zero-emission** vehicle
  - Vehicles which have been converted to a zero-emission drivetrain after the first retail sale are *not* eligible
  - The conversion of a vehicle to a battery-electric drivetrain is *not* an eligible cost or activity
- Be a **Class 6 or Class 7 heavy-duty vehicle**
- Be an **engine model year 2023** or newer that is certified to **conform with all applicable Federal Motor Vehicle Safety Standards**
- Be **ordered only after receiving official notification of award** for EPA funding
- Be **purchased**, not leased or leased-to-own
- **Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the vehicle**, such as an unvented diesel passenger heater
- **Not be purchased or otherwise subsidized with other federal grant funds.** The total of funds from the CHDV grant and other eligible external funds allocated for the vehicle replacements cannot exceed the cost of the new vehicles

**Build America Buy America (BABA) requirements will be discussed later in the presentation.**

*\*Refer to Section III.D of the NOFO for specific eligibility information*

## Additional Resources

- Program Webinar  
<https://www.epa.gov/clean-heavy-duty-vehicles-program/clean-heavy-duty-vehicles-grant-program#Webinars>
- New Q&A document:  
<https://www.epa.gov/system/files/documents/2024-05/2024-chdv-q-and-a-2024-05-31.pdf>
- Joint Office of Energy and Transportation is providing free technical assistance to CHDV Grant Program applicants  
[cleanHDvehiclesTA@NREL.gov](mailto:cleanHDvehiclesTA@NREL.gov)
- Submit Question by **July 8, 2024, at 11:59 PM ET**  
[cleanHDvehicles@EPA.gov](mailto:cleanHDvehicles@EPA.gov)

# CalCAP Zero-Emission Heavy-Duty Vehicle and Infrastructure Programs

Presented by Robert Salls-Morneau

# CPCFA



- State-level financing authority
- CPCFA Board chaired by the State Treasurer
- Administers various programs which help make private capital investment more effective in meeting state and federal goals



# CalCAP

- CalCAP umbrella: seven programs
- Multiple credit enhancement mechanisms
- Different funding sources including “independent contributor”



CALIFORNIA  
CAPITAL  
ACCESS  
PROGRAM

# Three Independent Contributors, Three Pilot Programs

26

- California Air Resources Board (CARB)
  - \$5M for Medium- & Heavy-Duty Zero-Emission Vehicles
- California Energy Commission (CEC)
  - \$5M for Medium- & Heavy-Duty Zero-Emission Infrastructure
- Southern California Edison (SCE)
  - \$20M for Medium- & Heavy-Duty Zero-Emission Trucks, Buses, & Infrastructure

# Credit Enhancement Mechanism: 27

## Loan Loss Reserve

- One loan loss reserve account (LLR account) for each lender
- A percentage of each enrolled loan is contributed to the LLR account
- Qualifying defaults are reimbursed from the combined contributions in the LLR account for each lender

## — Shared Features of CalCAP ZEHD Programs

- Contribution to loan loss reserve account: 25%
- Interest rate no more than 20%
- Loans can include warranties and/or maintenance plans when purchased with vehicle or equipment (limitations apply)



# CARB/CalCAP Zero-Emission Heavy-Duty Vehicle Program <sup>29</sup>

## CalCAP ZEHDV

### **Vehicle requirements**

- ZE powertrain
- Medium- and heavy-duty, over 8,500 lbs. GVWR
- New or used
- Maximum fleet size:  
20 heavy-duty vehicles
- Borrower may use other CARB programs

# CalCAP/CEC Zero-Emission Heavy-Duty Infrastructure Program CalCAP ZEHD

## Infrastructure requirements

- New electric charging and/or hydrogen fueling equipment
- Supports ZE medium- or heavy-duty vehicles and/or equipment

- Maximum quantity:  
20 ports and/or nozzles
- Includes equipment, labor and certain other costs



# CalCAP/SCE Zero-Emission Truck, Bus, and Infrastructure Program

## CalCAP ZETBIF

31

### **Borrower requirements**

- SCE customer located or operating in certain areas

### **Infrastructure requirements**

- Electric vehicle charging station equipment only

### **Vehicle requirements**

- Battery-electric powertrain
- Medium- and heavy-duty, over 8,500 lbs. GVWR
- New or used



# Combining Programs

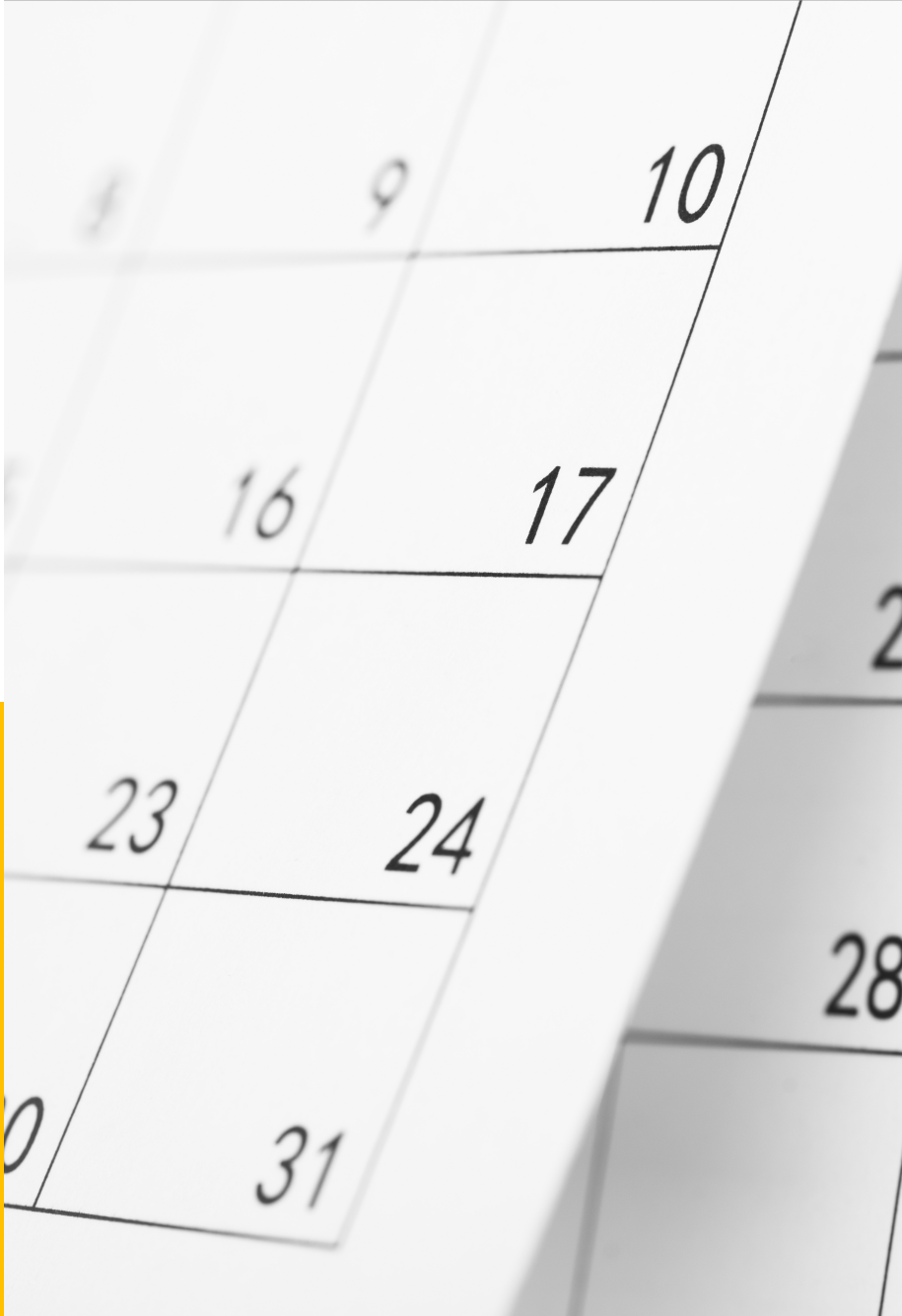
## Credit Enhancement

- Portion of loan for vehicle(s) can be enrolled in CalCAP ZEHDV or ZETBIF
- Portion of loan for infrastructure can enrolled in CalCAP ZEHDI or ZETBIF
- Loans cannot be enrolled in other CalCAP, IBank, SBA, or similar programs
- Maximum loan enrollment of \$2.5M per borrower across all CalCAP programs

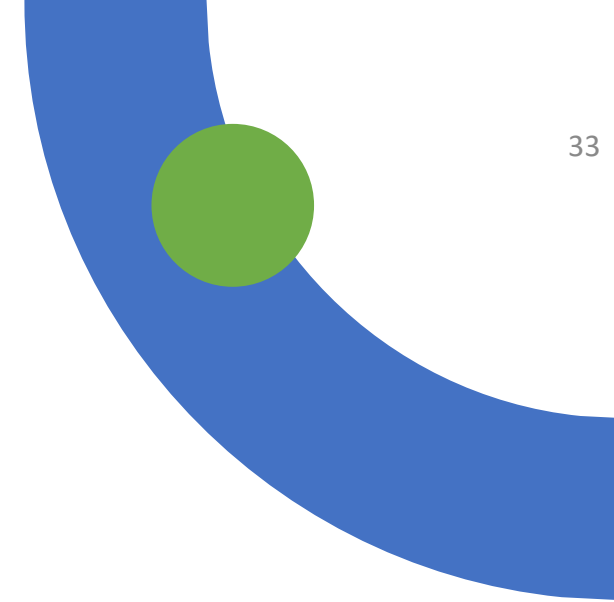
## Other Programs

- CalCAP has no constraints on combining with other programs which are not credit enhancement





# Timing



# Thank you

QR code to new webpage



QR code to financial institution enrollment form



Financial institution ready to enroll:

[calcap@treasurer.ca.gov](mailto:calcap@treasurer.ca.gov)

Questions: [cpcfaoutreach@treasurer.ca.gov](mailto:cpcfaoutreach@treasurer.ca.gov)

# USEPA's Greenhouse Gas Reduction Fund

*Capital Strategies for Zero-Emissions Transportation*

*Dan Adler, June 2024*

35



# USEPA Greenhouse Gas Reduction Fund

As part of the Greenhouse Gas Reduction Fund, EPA is launching the **\$14B** National Clean Investment Fund (NCIF) and **\$6B** Clean Communities Investment Accelerator (CCIA) competitions to deliver green financing and build the capacity of green banks and other financing entities.

**3**

**NCIF awards to national nonprofit clean financing institutions.**

**5**

**CCIA awards to hub nonprofits.**

2022

August 2022: President Biden signs the Inflation

Reduction Act.

November 2022: US EPA releases GHGRF RFI.

December 2022: GO-BIZ

coordinates California public comment letter in response to

GHGRF RFI.

**February 14, 2023:** US EPA initiates process with Federal Assistance

**July 14, 2023:**

NCIF & CCIA NOFOs released.

**October 12, 2023:** NCIF & CCIA

applications due  
April 2024. Awards announced

2023

2024

July 2024-2030/2031: Grant Period of Performance.

# National Clean Investment Fund Priority Project Categories

Distributed  
Generation  
and Storage

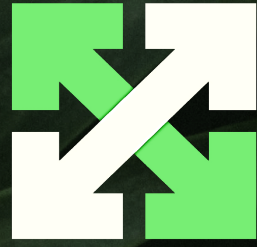
Net-Zero  
Emissions  
Buildings

Zero-  
Emissions  
Transportati  
on

Other  
Categories -  
*IF rationale  
provided*

# Key Elements of IBank's Funding under the NCIF

- IBank anticipates access to approximately \$450M for deployment across the three sectors
  - TBD how much specifically for ZEV
- To be deployed as Loans and Credit Support – not grants
- Expected program launch in Q4
  - Actively developing project pipeline now
  - Please send inquiries to [climatefinancing@ibank.ca.gov](mailto:climatefinancing@ibank.ca.gov)
- Available statewide, on a rolling basis
- Priority placed on Justice40 investments, including additional economic incentives
- Market-based terms, flexible to fill gaps and contain costs
- Capital can support both vehicles and infrastructure, across deployment sizes
- Ideally in partnership with private lenders, to extend reach and impact



Dan Adler

Deputy Director, Climate Finance  
California Infrastructure and Economic  
Development Bank

[dan.adler<sup>39</sup>@ibank.ca.gov](mailto:dan.adler@ibank.ca.gov)

[climatefinancing@ibank.ca.gov](mailto:climatefinancing@ibank.ca.gov)



California Infrastructure and  
Economic Development Bank

# Low Carbon Fuel Standard

Jordan Ramalingam

Supervisor, LCFS Policy and Rulemaking Team

LCFS ZEV Infrastructure page:

<https://ww2.arb.ca.gov/resources/documents/lcfs-zev-infrastructure-crediting>



# Zero Emission Infrastructure Incentives



SOUTH COAST AIR  
QUALITY MANAGEMENT  
DISTRICT

2024




# Eligible Projects

42



## Battery Charging Station

- New, conversion of existing, or expansion



## Hydrogen Fueling Station

- New, conversion of existing, or expansion



## Infrastructure for TRUs

- Supporting zero-emission transport refrigeration unit (TRU)

# Project Eligibility and Requirements

- ▶ Installed and located in the South Coast Air Basin
- ▶ Comply with all applicable Federal, State, Local laws and requirements
  - ▶ Including environmental laws, State building, environmental and fire codes.
- ▶ New equipment and parts only
  - ▶ Remanufactured and refurbished equipment and parts are not eligible
- ▶ Work performed by a license contractor

# Project Eligibility and Requirements (Continued)

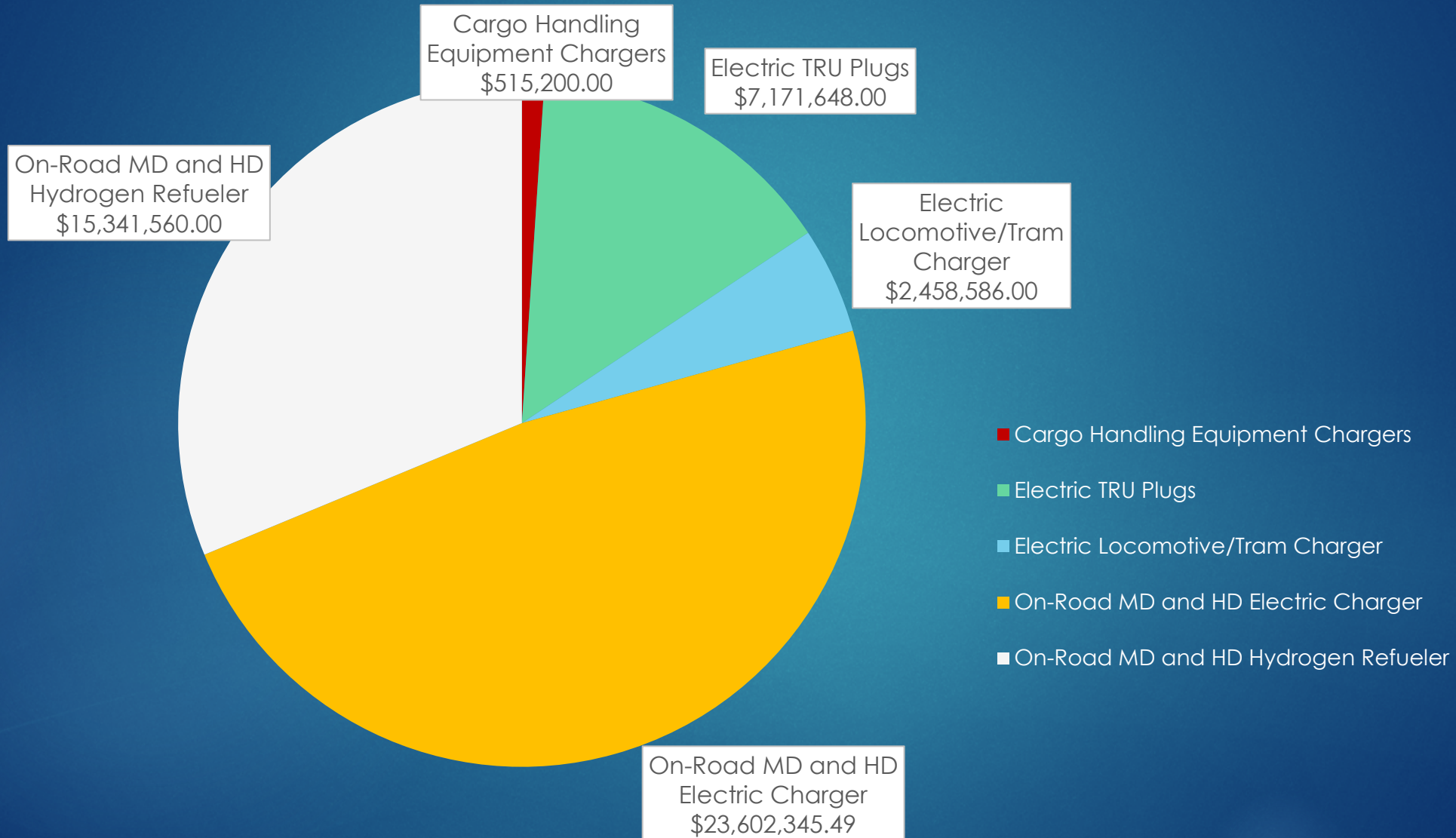
- ▶ Battery Charging Station
  - ▶ Chargers must be Level 2 or higher
  - ▶ Chargers must be certified by a Nationally Recognized Testing Lab found at <https://www.osha.gov/dts/otpca/nrtl/nrtllist.html>
  - ▶ Equipment must have a one-year warranty
  - ▶ EVITP Certification (Electric Vehicle Infrastructure Training Program)

# Maximum Percentage of Eligible Cost

45

Infrastructure Project	Maximum Percentage
All Projects (unless falls in categories below)	50%
Publicly Accessible Projects (unless falls in categories below)	60%
Projects with Solar/Wind Power Systems	65%
Publicly Accessible Projects with Solar/Wind Power Systems	75%
Infrastructure Serving Public School Buses - Battery Charging - Hydrogen Re-fueling	100%

# Awarded ZE projects in last 3 years



# 2024 ZE Infrastructure Program Solicitation

Project Type	# of Projects	Requested Funding Amount
Hydrogen Fueling Station	10	\$64,597,635
Battery Charging Station	67	\$324,914,342
<b>Grand Total</b>	<b>77</b>	<b>\$389,511,977</b>

- Board Approval in late summer/early fall
- Semi-Permanent infrastructure considered



**Subscribe to List Serve:**

<https://www.aqmd.gov/sign-up>

**Program Information:**

<http://www.aqmd.gov/moyer>

**South Coast AQMD  
Grant Management System:**

<https://gms.aqmd.gov>





# Staff Contact Information

Staff Name	E-mail	Phone
Krystle Martinez	<a href="mailto:kmartinez@aqmd.gov">kmartinez@aqmd.gov</a>	(909) 396-3021
Justin Joe	<a href="mailto:jjoe@aqmd.gov">jjoe@aqmd.gov</a>	(909) 396-2054
George Wu	<a href="mailto:gwu@aqmd.gov">gwu@aqmd.gov</a>	(909) 396-2533
Andrew Yoon	<a href="mailto:ayoon@aqmd.gov">ayoon@aqmd.gov</a>	(909) 396-3043
David Chen	<a href="mailto:dchen@aqmd.gov">dchen@aqmd.gov</a>	(909) 396-3083

# Clean Vehicle Fueling Infrastructure Program

San Joaquin Valley Air Pollution Control District

# Clean Vehicle Fueling Infrastructure Program

- Clean Vehicle Fueling Infrastructure Program (CVFIP) provides incentive for hydrogen fueling and electric battery charging of heavy-duty vehicles, which includes:
  - new stations
  - conversion of existing stations
  - expansion of existing stations
- Program supports the development and implementation of alternative fueling infrastructure for fleet users:
  - Public entities
  - Private entities

\*\*All projects must be located within the boundaries of the District\*\*

# CVFIP Project Categories

- Hydrogen Fueling Station:
  - Equipment must have at least a one (1) year warranty.
- Battery Charging Station:
  - Chargers must be a level 2 or higher to support non-residential charging.
  - Publicly accessible charging stations must use a valid and universally accepted charge connector protocol (e.g., Society of Automotive Engineers (SAE), CHAdeMO).
  - Charger must be certified by a Nationally Recognized Testing Laboratory.
  - Equipment must have at least a one (1) year warranty.

# CVFIP Funding

- The CVFIP is an over the counter first-come first-serve reimbursement program and is currently accepting applications

Maximum Percentage of Eligible Cost <sup>(b)</sup>	Project Types
50%	Baseline maximum for all projects
60%	Publicly Accessible Projects
65%	Projects with Solar/Wind Power Systems <sup>(a)</sup>
75%	Publicly Accessible Projects with Solar/Wind Power Systems <sup>(a)</sup>
100%	Public School Bus Projects <sup>(c)</sup>

<sup>(a)</sup> At least 50 percent of the energy provided to covered sources by the project must be generated from solar or wind.

<sup>(b)</sup> Additional 5% funding available to applicants of heavy-duty truck parking facilities that provide communal charging opportunities (e.g., truck yards, truck depot, truck stops etc.).

<sup>(c)</sup> Also, may include solar/wind power systems.

# Eligible Costs

1. Cost of design and engineering.
2. Cost of equipment and hardware
3. Installation costs related to the construction of the charging station.
4. Meters/data loggers
5. Eligible on-site renewable generations system
6. Taxes and freight
7. Fees incurred pre-contract execution
8. Other eligible approved by the District

# District Information

## Questions regarding SJVAPCD Incentive Programs:

Contact SJVAPCD Incentives Department

Call: 559-230-5800

E-mail: [grants@valleyair.org](mailto:grants@valleyair.org)

## Sign up for SJVAPCD E-mail notifications:

<http://valleyair.org/lists/list.htm>



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

# **Electric Charging Infrastructure Funding Opportunity with the Bay Area Air Quality Management District**

**Truck Regulation Implementation Group meeting  
June 5, 2024**

**Minda Berbeco, PhD  
mberbeco@baaqmd.gov  
Strategic Incentives Division**

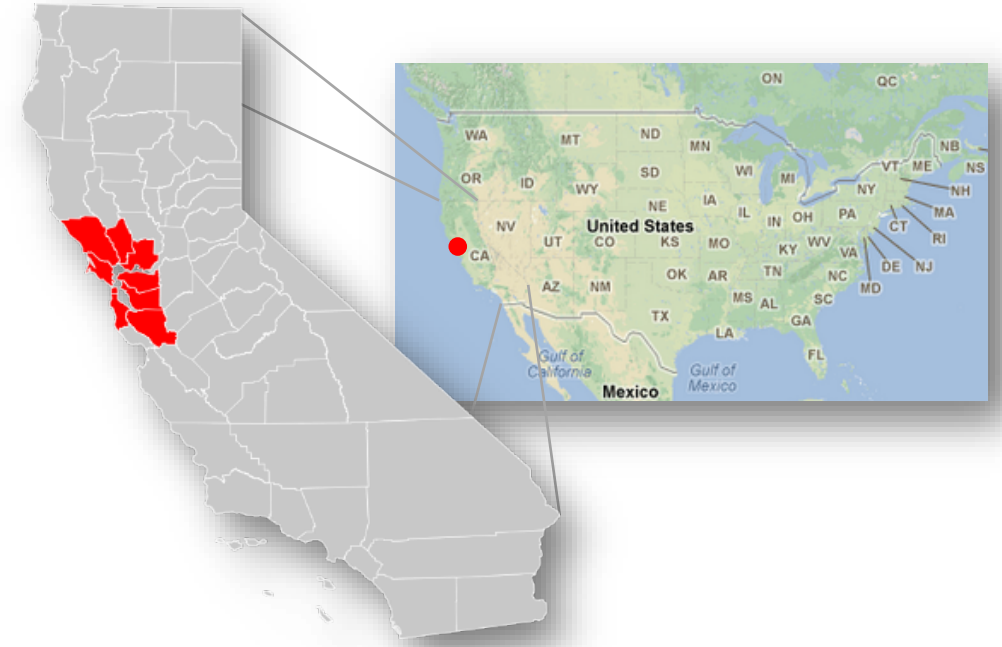


# Bay Area Air Quality Management District



## The Air District

- Established in 1955
- Serves over seven million residents in the nine Bay Area counties



**Mission: To protect and improve public health, air quality, and the global climate**

# Upcoming Potential Funding Opportunity



**Goal:** Fund permanent new electric charging infrastructure installations or expansions to existing infrastructure that will:

- Spur the deployment of zero-emission electric vehicles and equipment in the Bay Area
- Expedite air quality improvements in Priority Areas in the Bay Area 9 counties.
- Be placed into service by **early 2027**

# Upcoming Funding Opportunity



- Competitive Solicitation
- \$35 million available for public and private applicants
- Projects must meet CARB-adopted Carl Moyer Program guidelines and proposed selection criteria
- Solicitation is planned to be open in early June 2024

# Infrastructure Solicitation Eligible Categories



Electric charging infrastructure that supports:



## On-Road Vehicles

- Transit Buses
- School Buses
- **Medium- and Heavy-duty Trucks**

## Off-road Equipment

- Agricultural Equipment
- Construction Equipment
- Forklifts
- Cargo Handling Equipment

## Marine & Locomotives

# Infrastructure Solicitation Eligible Funding



Project Type	Maximum Percentage of Eligible Cost	
	Does <b><i>NOT</i></b> provide emissions reductions in a Disadvantaged Community	Provides emissions reductions in a Disadvantaged Community
Any infrastructure project	Up to 50%	Up to 60%
Any infrastructure project located at a sensitive receptor*	Up to 50%	Up to 100%
Publicly accessible project	Up to 60%	Up to 70%
Projects with solar/wind power systems **	Non-publicly accessible projects up to 65% Publicly accessible projects up to 75%	Non-publicly accessible projects up to 75% Publicly accessible projects up to 85%
Infrastructure for public school buses	Up to 100%	Up to 100%
Additional plus-up incentive for projects also serving a port, railyard, or freight facility	--	+10%***

# Infrastructure Solicitation Eligible Costs



- Cost of design and engineering
- Cost of equipment
- Cost of installation directly related to the construction of the project
- Meter/data loggers
- On-site power generation system that fuels or powers covered sources (solar/wind)
- Fees incurred pre-contract execution (i.e., permits, design, engineering, site preparation), license fees, environmental fees, commissioning fees (safety testing), and onsite required safety equipment
- Federal, sales, and other taxes
- Shipping and delivery costs
- Consulting fees associated with the preparation of Environmental Assessment, Environmental Impact Statement, Environmental Impact Report, or other California Environmental Quality Act (CEQA) documents, etc.

# Infrastructure Solicitation Selection Criteria



- Sites would be evaluated ***competitively*** based on the following criteria:
  - Statement of Need
  - Readiness Criteria (minimum 2)
    - Potential Impact of Grant (\$ requested/kW available for charging)
  - Oversubscribed/Tiebreaker: proximity to sensitive receptors
- At least 80% of the funds will be awarded to projects that support vehicles/equipment that operate in Priority Areas.

# To Find Out More....



**Bay Area Air Quality Management District website:**

<https://www.baaqmd.gov/funding-and-incentives/apply-for-funding>

Subscribe to the Emissions Reduction incentives Email List

SUBSCRIBE

**Email:** [grants@baaqmd.gov](mailto:grants@baaqmd.gov) or [mberbeco@baaqmd.gov](mailto:mberbeco@baaqmd.gov)





SAN PEDRO BAY PORTS  
**CLEAN AIR ACTION PLAN**

**Zero Emission Drayage Truck  
and Infrastructure Funding**

**Jacob Goldberg**  
Port of Los Angeles

**Leela Rao**  
Port of Long Beach



## Clean Truck Program

- Ports' Clean Truck Program supports the transition of the drayage fleet to 100% zero emission operations by 2035
- Clean Truck Fund Rate started in April 2022 and generates a fund to incentivize zero emission drayage truck purchases and infrastructure projects
- Ports have collected approximately \$156 million combined
  - \$113.6 million allocated to truck and infrastructure projects\*
- Spending plan priorities are approved by each Port's Board of Harbor Commissioners
  - Priorities include zero emission truck incentives, charging/fueling infrastructure, and demonstrations/pilots

\*several project pending Board approval by each Port



## Infrastructure Funding

- **Port Projects:** POLA issued an RFP for development of a site (closed), POLB issued an RFP for development of a site (closed) and will be issuing a second RFP for an additional site in late June/early July
- **MSRC Partnership:** both Ports selected drayage-serving infrastructure projects submitted to MSRC (~\$28 million in funding from the Ports)
- **POLA demonstration RFP:** issued an RFP for truck and infrastructure projects with at least 10 trucks per project (closed)
- **Future:** considering further partnerships with MSRC, additional RFPs for demonstration projects, other partnerships to support drayage charging/fueling infrastructure (e.g., AQMD's EPA CPRG application, CEC/CalTrans' FHWA CFI Ports application)

## Contact Information

- POLA

Jacob Goldberg, Supervisor, Air Quality Grants/Tech Development

[jgoldberg@portla.org](mailto:jgoldberg@portla.org)

- POLB

Leela Rao, Air Quality Officer

[leela.rao@polb.com](mailto:leela.rao@polb.com)



**Thank you!**