



## QUESTIONS

What is the Air Quality Mitigation Fund program?

The goal of AQMF Program is to implement programs, projects, and approaches that demonstrate port-related air emission reduction in the communities of San Pedro, Wilmington and other surrounding communities in the San Pedro Bay area. HCBF intends to support viable technology companies, so they not only reduce emissions throughout the duration of the project but also keep implementing those technologies and continually grow their businesses in the LA region. Achieving a high rate of success would mean that the technology companies would likely stay in the area after the completion of this program and continue reducing emissions. This would also contribute to job creation and economic development at both local and regional levels.

When will the RFP be released?

The Request for Proposals will be an invitation only process following Letter of Interest (LOI) submissions. HCBF is currently requesting LOIs due September 28th. Sign up for notifications [here](#)

Will scrappage be required for new vehicles and equipment?

There are no scrappage requirements at this time. However, HCBF prefers that all scrappage be appropriately disposed.

Will vehicles and equipment be required to delivered and in service by a certain date or for a certain period of time?

Yes, there will be a certain date, and it will be determined later during the RFP process.

Will leased vehicles and pieces of equipment be eligible? This would apply to zero- or near-zero emission heavy-duty drayage trucks that are purchased by a company and then leased to fleets operating in/out of the ports (rather than the fleet owning the unit themselves). Would that be eligible?

Leased vehicles will not be eligible. This program is designed for technology companies and not those leasing the technology or equipment.

Will there be reporting requirements?

Yes. The reporting requirements will be detailed during the contract process.

Are expenses made prior to the announcement of the grant award or execution of a grant contract eligible for reimbursement i.e. can they be made at the applicant's own risk?



All expenses made in advance are at the applicant's expense. However, they may be reimbursed with grant funds, if applicable.

Is there a maximum amount per applicant?

No, there is no minimum or maximum for grant awards.

What companies are eligible? Do they need to be based in CA? Any particular region? Can they be anywhere in US?

Both, international and domestic companies are eligible.

What amounts are being seriously considered for award?

There is no minimum or maximum request amount and any request could be scaled.

What type of projects? Some of these type of funding grants are more based on assisting in outreach, or research, rather than practical, implementable projects. We don't want to distribute this to all our clients if it is unrealistic that they will be awarded anything, or substantial amounts.

This program is for implementable and demonstrable projects, not outreach or research.

Is there any cooperation agreement with the Port and/or Port customers (the operators), or any of the service companies that support Port operations (trucking companies, engineering companies, etc.) on projects that would address the zero / near zero emissions focus? Or are the companies on their own to try to get pilots / demonstrations etc.?

The applicant is responsible for developing any agreements with the Port or other companies.

We also could alert all of our alumni about this but need to understand if there are any restrictions of companies. (as an example, TransPower — an electric truck and energy storage technology company, a PortTech LA client, was also a Cleantech Open client graduate)

There are no restrictions on HCBF's part.

If there is a company that can deploy a software-based solution that through efficiency algorithms could significantly reduce air emissions, would this technology be eligible under the guidelines of the Memorandum? I have read all the legal documentation and cannot find a reason why a software-based solution would be ineligible.



It would be interesting to see how the digital technology can demonstrate emission reduction. As long as the company will be able to provide a quantitative description of the emission reduction with respect to NO<sub>x</sub>, DPM or VOCs, there should be no reason not to consider them.

How can I find local partners? What resources are available?

Interested applicants can start with the resources listed at <http://hcbf.org/grants/air-quality-mitigation-program/> to identify potential local partners.

All applicants must secure the project's demonstration or implementation partner that operates within a 25-mile boundary of the San Pedro Bay.

When do I have to secure a local partner?

A secured local partner is not required at the time of LOI submission but will be required with the submission of the full proposal. The initial due date for the full proposal is December 7th.

Does HCBF have a priority for AQMF funds?

HCBF is looking for zero emission, near zero emission, and emission reduction technologies, with special emphasis on zero emission technologies.

Would the grant apply to a port business based at POLB or just POLA?

The technology demonstration projects must address the needs of the communities of San Pedro and Wilmington and reduce port-related air emissions. The demonstration project may be at POLB if the prerequisite is met.

Would a community air monitoring project be eligible where port-related freight emissions are measured, and data is provided to the public in real-time?

Although monitoring is very important, it does not reduce emissions. Therefore, it is not eligible for the AQMF program.