



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_x, 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.



Are submitted proposals confidential?

Please do not submit any confidential or proprietary information.

Proposals are subject to disclosure which means they may be made publicly available.

Usually proposals are not subject to disclosure until the process is over and we have made selections.

Confidential information contained in a proposal may be withheld from public disclosure. Confidential information generally consists of financial information, trademarked or patented processes, etc. In case it is necessary for proposers to include certain truly confidential information in their proposals, this information must be clearly marked as confidential. It is likely that it will not be subject to disclosure. However, we suggest not including confidential information in your proposal.

If the information that the applicant does not want revealed is not really confidential, we can withhold it during the vetting process. It means that we would not disclose the contents of any proposal until after the entire vetting process is complete and HCBF has made its decisions.

Can you provide any guidance on how to calculate emission reduction?

Projects funded by the AQMF must demonstrate **achievable** and **quantifiable** emissions reduction in San Pedro and Wilmington, within a 25-mile boundary of the San Pedro Bay.

What are the pollutants and their main sources?

Criteria air pollutants (CAPs)—from transportation, construction, goods movement, and other sources—contribute to multiple social and health challenges in the Los Angeles region. Tracking these emissions helps to determine their impact as well as improvements to overall air quality and human health in the region.

These CAPs include carbon monoxide, lead, nitrogen oxides, ground-level ozone, particulate matter, sulfur oxides, and other toxic air contaminants from vehicles, industrial sources, and building materials and products.

Where can I find emission inventories and baselines?

Each year, the Ports conduct emissions inventories to track progress in emission reduction. These reports calculate the air pollution associated with every piece of port-related equipment and provide total emission reductions data compared to the baseline year of 2005.



The Ports collect air and weather data in the harbor area on a real-time basis to provide timely and accurate information on air quality in the harbor area. There are two air monitoring stations in Long Beach and four in Los Angeles.

Since 2005, port-related emissions have dropped significantly for diesel particulate matter, nitrogen oxides, and sulfur oxides. Yet, the LA region remains the most polluted area in the U.S.

San Pedro Bay Air Quality Report Card: 2005-2017

https://kentico.portoflosangeles.org/getmedia/466b44e4-fa24-4c60-8e86-cbffb0a12b66/2017_Air_Quality_Report_Card

Where can I find resources to calculate emission reduction and co-benefits?

The following links provide resources on calculating emission reduction and co-benefits, including tools, methodology, data, and reporting templates. The list below is not exhaustive. We encourage potential applicants to do further research as applicable to the specific technology and site conditions.

Clean Air Action Plan Emission Reductions

<http://www.cleanairactionplan.org/results/emission-reductions/>

Port of Los Angeles Annual Inventory of Air Emissions

<https://www.portoflosangeles.org/environment/air-quality/air-emissions-inventory>

Port of Long Beach Emissions Inventory Documents

<http://www.polb.com/environment/air/emissions.asp>

AQMD Air Quality Data <http://www.aqmd.gov/home/air-quality/air-quality-data-studies>

California Air Resources Board resources for quantification methodologies and calculator tools

<https://ww2.arb.ca.gov/resources/documents/cqi-quantification-benefits-and-reporting-materials>

Emission Reduction Calculation Methodologies - General Instructions by Caltrans and Air Resources Board in the State of California

<http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQCAL.pdf>

Can we re-apply if the initial amount needed for the demonstration or implementation project changes throughout the duration of the project?



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In such cases, the committee will carefully review the financial estimates on a case-by-case basis.

What kind of graphics or videos should we submit with the Letter of Interest?

We encourage applicants to include links or provide graphics and/or videos to supplement their LOI, specifically to demonstrate the technology in action. It will help the committee understand how the technology works and how it can reduce emissions.