



# EPA Clean Ports Program: **Overview of Funding Opportunities**

March 13, 2024

# Today's Agenda

- Opening Remarks
- Clean Ports Program Overview
- Applicant and Project Eligibility
- Evaluation Criteria
- How to Apply
- Application and Project Development Resources
- Q&A
- Closing Remarks



# Opening Remarks

- **Jennifer Macedonia**, Deputy Assistant Administrator for Implementation, Office of Air and Radiation (OAR)
- **Alejandra Núñez**, Deputy Assistant Administrator for Mobile Sources, OAR
- **Mike Moltzen**, Deputy Director, Transportation and Climate Division, Office of Transportation and Air Quality, OAR





# Program Overview

# EPA Ports Initiative



The new Clean Ports Program builds on EPA's Ports Initiative efforts to address diesel pollution at ports to achieve EJ, air quality, climate goals.

Through EPA tools and assistance in the five Ports Initiative program areas, we aim to accelerate adoption of:

- **Cleaner technologies and other strategies**
- **Clean air planning practices** (emissions inventories, clean air plans, community engagement) that inform strategic clean air investments



# Stakeholder Engagement to Inform Clean Ports Program Design



- We appreciate the many years of stakeholder engagement and feedback on EPA's Ports Initiative program, which helped inform the Clean Ports funding opportunities
- Thank you for the targeted feedback on Clean Port Program design!
  - Two public listening sessions
  - General OAR IRA Request for Information
  - Technical Request for Information
  - Helpdesk

# Clean Ports Program Goals



EPA  
CLEAN  
PORTS  
PROGRAM

1. Build a foundation for the port sector to transition over time to fully zero-emissions (ZE) operations, positioning ports to serve as a catalyst for transformational change across the freight sector.

- Support large-scale projects at ports ready to lead the way
- Help other ports gain experience with zero-emissions technology to shift practices across the sector

2. Reduce diesel pollution (criteria pollutants, GHGs, and air toxics) in near-port communities.

- Support projects that can address near-port community EJ concerns

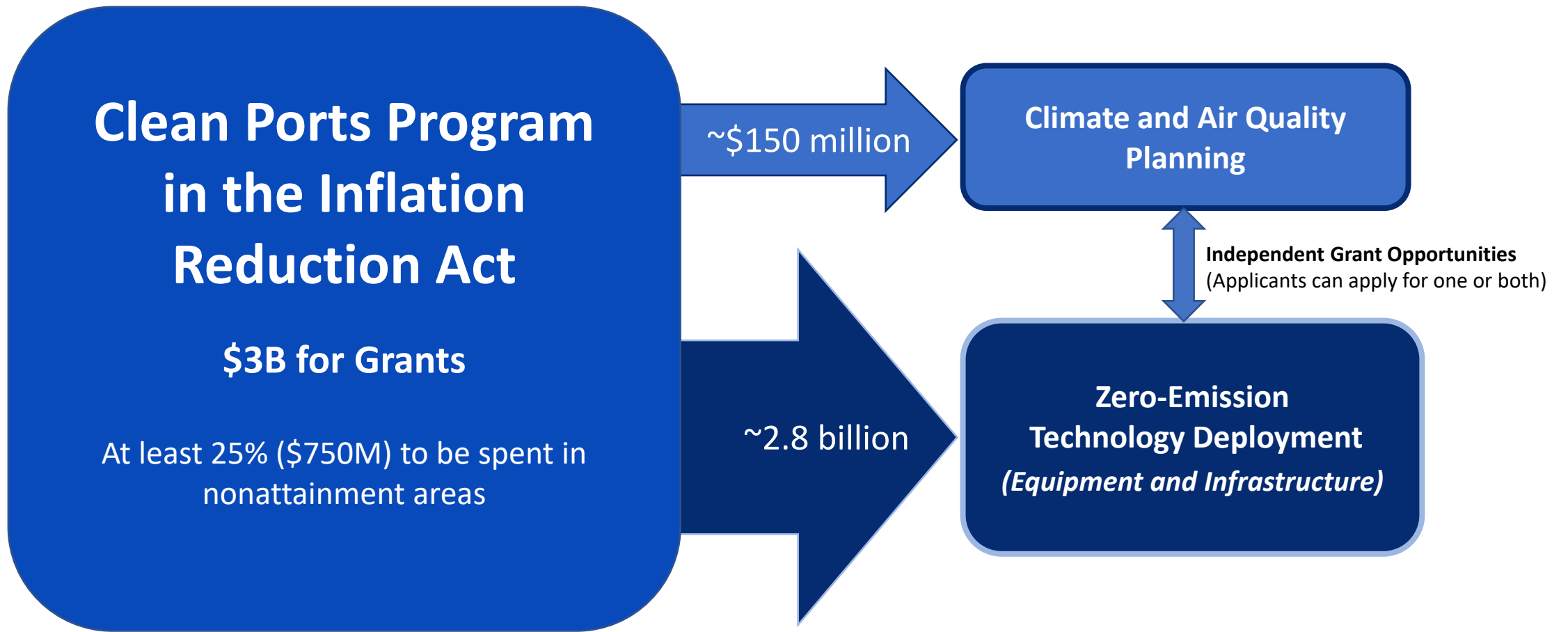
3. Help ensure that meaningful community engagement and emissions reduction planning are port industry standard practices.

- Build capacity of ports to continue to make strategic clean air and climate investments into the future

# Funding Overview



***Open now through May 28***



Administrative costs: up to 2% (\$60M)



# Provisions to Ensure Geographic and Port Type Diversity



To ensure geographic and port type diversity, the EPA plans to award (subject to the quantity and quality of applications):

- a minimum of one award in each of the ***EPA's ten Regions*** under each Competition,
- at least \$250 million in ZE Technology projects and at least 10 Planning projects at ***small water ports***,
- at least two ZE Technology projects and at least two Planning projects implemented by ***Tribal agencies***, and
- ZE Technology and Planning projects at both water and dry ports (with a maximum of \$250 million total in ZE Technology projects at ***dry ports***).



## Applicant and Project Eligibility

# Clean Ports Program Eligible Recipients



## Eligible Entities

- Port authority
- State, regional, local, or Tribal agency that has jurisdiction over a port authority or port
- Air pollution control agency
- Private entity that:
  - Applies for a grant in partnership with an eligible entity above, **and**
  - Owns, operates, or uses facilities, cargo-handling equipment, transportation equipment, or related technology of a port.
- *Note:* All projects must serve a water port or dry port

See: ZE or CAQP  
NOFOs section  
III.A

## Prohibited logistics platform

As proscribed in Section 825 of the National Defense Authorization Act, no funds may be awarded to an entity that uses in part or in whole: the national transportation logistics public information platform (commonly referred to as 'LOGINK'); any national transportation logistics information platform provided by or sponsored by the People's Republic of China, or a controlled commercial entity; or a similar system provided by Chinese state-affiliated entities.

# Clean Ports Program Port Definitions



Under the Clean Ports Program, a port is either a water port or a dry port, as defined below:

- **Water port:** places on land alongside navigable water (e.g., oceans, rivers, or lakes) with one or more facilities in close proximity for the loading and unloading of passengers or cargo from ships, ferries, and other commercial vessels. This includes facilities that support non-commercial Tribal fishing operations.
- **Dry port:** an intermodal truck-rail facility that is included in the 2024 Federal Highway Administration’s (FHWA) Intermodal Connector Database based on meeting the criteria set in 23 CFR 470. These criteria include having more than 50,000 20-foot equivalent units per year or 100 trucks per day, or comprising more than 20 percent of freight volumes handled by any mode within a State.

A list of eligible dry port facilities is available on the [Clean Ports Program website](#).

See: ZE or CAQP  
NOFOs section  
I.B

# Clean Ports Program Port Definitions



EPA plans to fund at least \$250 million in ZE Technology projects and at least 10 Planning projects at small water ports.

Under the Clean Ports Program, a small water port is defined as:

- A water port located in a port area to and from which the average annual tonnage of cargo is less than 8,000,000 short tons for the most recent three calendar years of U.S. Army Corps of Engineers (USACE) data (2019, 2020, 2021), or
- A water port located outside of the port areas in USACE tonnage datasets.

See: ZE NOFO  
section I.B or  
CAQP NOFO  
section II.B

A list of large port areas that do NOT qualify for the small port set-aside is available on the [Clean Ports Program website](#).



## Climate and Air Quality Planning Competition *(Approx. \$150M)*

### Eligible activities:

- Emissions inventory and accounting practices (one or more required)
- Emissions reduction strategy analysis and goal-setting
- Stakeholder collaboration and communication, with a focus on near-port communities
- Resiliency planning

# Climate and Air Quality Planning Competition: Funding Limits



Climate and Air  
Quality Planning  
Competition

- Awards between \$200,000 - \$3 million
- No awardee match requirement
- Anticipate awarding 50-70 grants

See: CAQP NOFO  
sections II.B and  
III.B

# Climate and Air Quality Planning Competition: Ineligible Expenses



## Climate and Air Quality Planning Competition

- Activities that are not focused on one or more ports
- Planning exercises related to emissions or emissions reductions where vehicles, vessels, and other mobile source port equipment are not included
- Development of an EJ mapping tool (applicants should instead rely on existing tools)
- Vulnerability assessments not related to impacts from extreme weather and other climate-related events and conditions
- Resiliency measure implementation (construction, equipment, purchase, information systems, etc.)
- Emissions reduction strategy implementation

See: CAQP NOFO  
section III.D





# ZE Technology Deployment Competition

*(Approx. \$2.8B)*

## Eligible technologies:

- Electric and hydrogen fuel cell mobile equipment
  - Cargo handling equipment
  - Drayage trucks
  - Locomotives and railcar movers
  - Harbor craft and other vessels
- Charging and other fueling infrastructure for zero emission mobile port equipment, including shore power for marine vessels

# ZE Technology Deployment Competition: Funding Limits



ZE Technology  
Deployment  
Competition

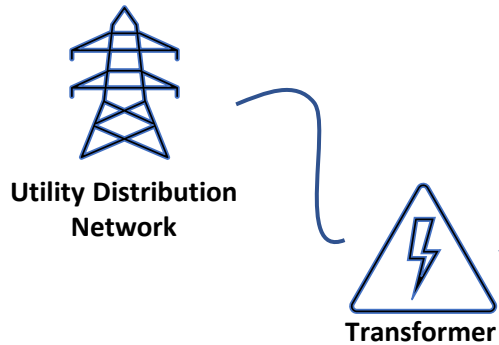
Tier	Port Type	Applicant Type	EPA Funding Range per Award	EPA Share of Total Project Cost (Maximum)	Mandatory Applicant Share of Total Project Cost (Minimum)	Anticipated Number of Awards
Tier A	Water ports only	Any eligible entity	\$150,000,000 - \$500,000,000	80%	20%	5-10
Tier B	Water or dry ports	Any eligible entity	\$10,000,000 - \$149,999,999 (Projects at small water ports: \$5,000,000 - \$149,999,999)	90%	10%	25-70
Tier C	Water or dry ports	Tribal applicants only	\$2,000,000 - \$50,000,000	100%	0%	2-10

See: ZE NOFO  
section I.B

# ZE Technology Deployment Competition: Eligible Infrastructure Expenses



## Ineligible Expenses

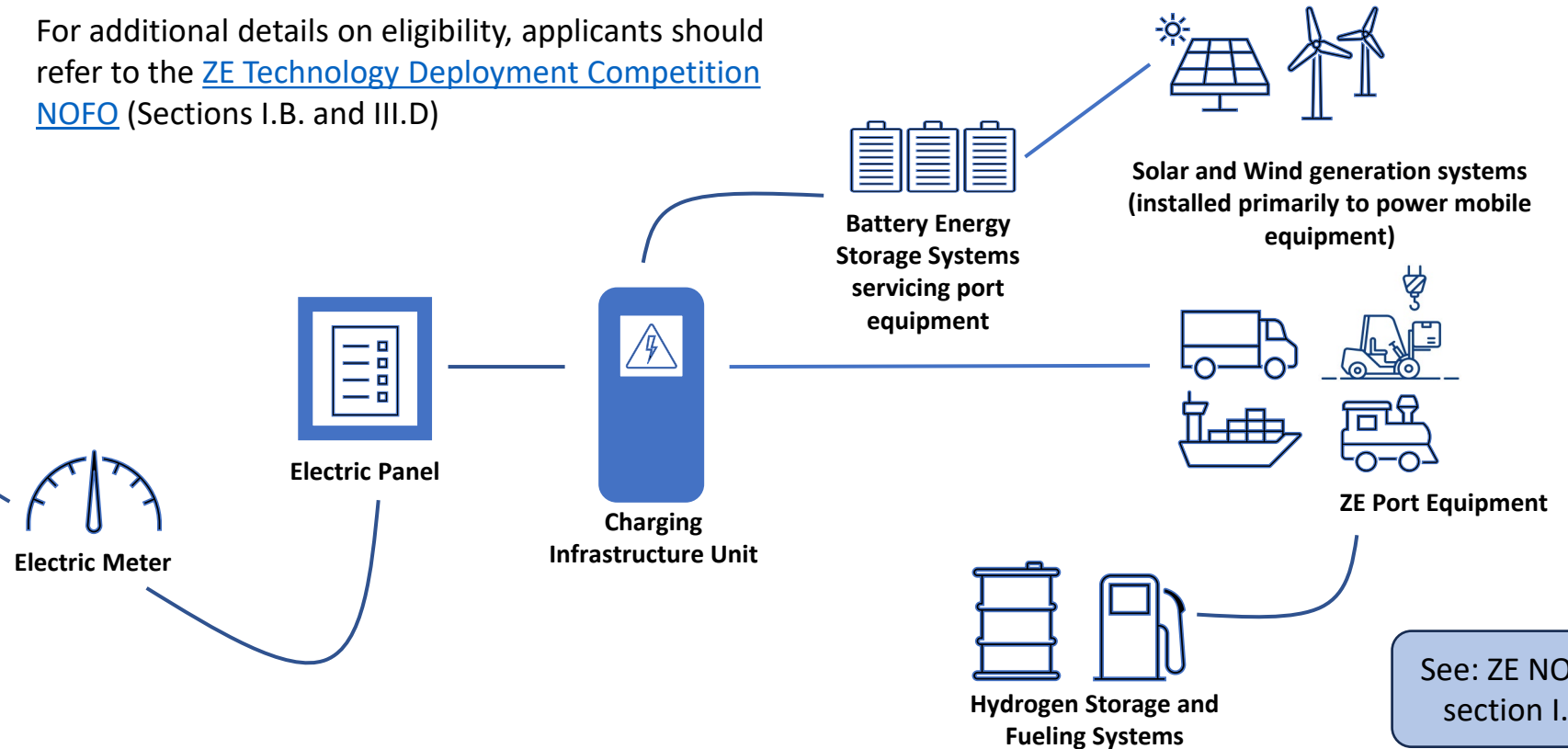


- Eligible infrastructure expenses are limited to electric meters and equipment behind the meter; transformer and electric meter expenses may be considered eligible if they are on the customer's side
- Costs for minor grid upgrades in front of the meter (utility side) may be considered if the work is necessary to connect an eligible charging station to the electric distribution network

Front-of-the-Meter (FTM) - Utility side

## Eligible Expenses

For additional details on eligibility, applicants should refer to the [ZE Technology Deployment Competition NOFO](#) (Sections I.B. and III.D)



See: ZE NOFO section I.B

- Infrastructure must serve eligible port equipment purchases as part of the grant, except for vessel shore power
- Applicants are encouraged to use no more than 50% of funds for infrastructure (not including shore power costs), ZE technology support activities and project administration related expenses

Behind-the-Meter (BTM) - Customer side

# ZE Technology Deployment Competition: Ineligible Expenses



## General

- Equipment and infrastructure that is not human operated or human maintained
- Equipment and infrastructure that will not directly serve at least one port

## Support Costs

- Leasing vehicles
- Feasibility assessment of ZE technology
- Fuel and electricity expenses

See: ZE NOFO section I.D

## Equipment

- Equipment that uses a non-ZE powertrain (e.g. hybrid technologies) unless the non-ZE power source is mandated by safety regulations, and functions solely as a source of emergency backup power
- Research and development, or **first-of-a-kind** demonstration or pilot project
- Ship modifications to allow vessels to accept shore-based electrical power (unless part of a project to replace internal combustion engine(s) with ZE powertrain)
- Repowering/replacing engines in onroad vehicles

## Infrastructure

- Infrastructure that does not directly serve eligible ZE mobile equipment purchased as part of the award
- Infrastructure with air polluting components
- Power generation systems, except for solar and wind power generation that primarily power mobile equipment
- Solar or wind power generation system not located on land (e.g., offshore wind)
- Hydrogen production systems
- Transmission and/or transportation of hydrogen outside the port

# ZE Technology Deployment Competition: Build America, Buy America (BABA) Act



## ZE Technology Deployment Competition

- Under the Zero-Emission Technology Deployment Competition, all applicants are expected to comply with BABA statutory requirements.
- Market research shows that a number of mobile source products may not be sufficiently available from domestic manufacturers.
  - EPA plans to publish a draft BABA waiver for public comment covering these mobile source products and intends to finalize a waiver informed by public comments prior to the end of the application period.
  - The Agency will also work with grants award winners if additional reviews and processes are needed to support such an award.

See: ZE NOFO  
section VI.D

More information: <https://www.epa.gov/cwsrf/build-america-buy-america-baba>

# ZE Technology Deployment Competition: Foreign Countries of Concern



## ZE Technology Deployment Competition

- **Restrictions regarding foreign countries of concern (China, Iran, North Korea, Russia)**
  - No Zero-Emission Technology Deployment Competition awards can be made:
    - a) to any entity owned by, controlled by, or subject to the direction of a government of a foreign country of concern;
    - b) to any entity headquartered in a foreign country of concern; or
    - c) for the purchase of any cranes manufactured by an entity covered by a) or b).

See: ZE NOFO  
section VI.F



## Evaluation Criteria



# Overview of Evaluation Criteria



Evaluation Criteria	Points in ZE Technology NOFO	Points in Planning NOFO
Project Summary and Approach	42	29
Environmental Results – Outcomes, Outputs and Performance Measures	25	20
Programmatic Capability and Past Performance	15	8
Environmental Justice and Disadvantaged Communities	23	23
Project Sustainability	10	5
Job Quality and Workforce Development (ZE technology)/Workforce Development (Planning)	10	5
Project Resilience to Climate Impacts	5	N/A
Budget	20	20
<b>Total</b>	<b>150</b>	<b>114</b>

For full details on evaluation criteria, see ZE and CAQP NOFOs section V.A



# Overview of Evaluation Criteria



- The following slides provide a high-level overview of the evaluation criteria
- Prospective applicants should review the detailed workplan instructions in Section IV.C of the NOFOs
- Project narrative samples available on <https://www.epa.gov/ports-initiative/cleanports>

# Evaluation Criteria:

## Project summary and approach

Both Competitions, Workplan Section 1.a.



### Overall Project and Proposed Impact

- Project summary, including details for every activity for which the applicant is seeking funding
- Details about how the activities will meet the program goals

### Planning Competition:

- Information about emissions inventory or accounting practice activities (one or more activities required), community engagement activities, and any other planning activities.
- Applications focused primarily on resiliency planning, in lieu of emissions reductions, will not score as favorably as those that include a strong focus on planning activities directly tied to emissions reductions and ZE technology deployment such as emissions inventory development and ZE technology feasibility assessments.

### ZE Technology Competition:

- Explanation of how the project serves a port
- Merits and viability of proposed technologies: “Applications including examples of at least three successful prior deployments in regular port-related service may be scored more favorably than those with examples of non-port-related service or examples that only include prior pilot/demonstration phase projects.”
- Explanation of how the proposed technologies will work in concert with each other, with existing and planned future assets, and with supporting investments (e.g., in systems management, workforce training, etc.).
- Extent to which long-term fueling needs (e.g., for additional ZE equipment) will be considered when installing infrastructure
- Domestic sourcing plans (related to BABA)

# Evaluation Criteria: Project summary and approach

Both Competitions, Workplan Section 1.b.



## Partnerships and Collaboration


- Approach for promoting and/or obtaining collaboration and support from partners in performing the project.
- Private entities that are applying in partnership with another eligible entity should explain that statutory partnership.
- If the applicant does not plan on partnering or collaborating with other groups in project performance, the applicant should demonstrate its ability to effectively perform and complete the project without such collaboration.

## ZE Technology Competition examples:

- Partnerships with utilities and/or other state and local agencies on charging infrastructure development, to ensure that new equipment purchased with EPA funding can be powered during and after the period of performance.
- **Resource:** Utility Partnership Template

## Planning Competition examples:

- Partnerships between a fleet operator and an air pollution control agency to collect data for emissions inventory and accounting activities
- Collaboration with utilities and/or other state and local agencies on ZE technology feasibility assessments
- Collaboration with academic organizations on identifying vulnerabilities and resiliency measures

 United States Environmental Protection Agency EPA Office of Transportation and Air Quality February 2024		<b>Requested in Application</b> <i>[Please provide the number of units of mobile source equipment (by type) and chargers requested in your application.]</i>	<b>Current Electric Fleet at time of Application Submission</b> <i>[Please provide the number of units of mobile source equipment (by type) and chargers already in your electric fleet.]</i>
<b>2024 Clean Ports Program Utility Partnership Template</b>			
<b>Type and Number of Units of Electric Vehicles/Equipment:</b> <i>(please specify the type of mobile source equipment such as dray trucks, terminal tractors, side picks, locomotives, vessels etc.)</i>			
<b>Number of DC Fast Charger Units:</b>			
<b>Number of Level 2 AC Charger Units:</b>			
<b>a. Utility Provider #1</b>			
<b>Name of the Utility Provider:</b>			
<b>Utility Contact Name:</b>			
<b>Utility Contact Phone:</b>			
<b>Utility Contact Email:</b>			

# Evaluation Criteria:

## Project summary and approach

Both Competitions, Workplan Section 1.c.



### Coordination with Complementary Initiatives

Extent of any coordination between the project and other programs or larger initiatives to support the proposed project activities or to help achieve the broader program goals

### Planning Competition examples:

- Connection between the proposed project and planning efforts under the EPA's Climate Pollution Reduction Grant program (e.g., planning joint stakeholder engagement or analytical efforts)
- Connection between the proposed project and complementary investments from businesses, state, tribal, and local governments, or other organizations
- Connection between the proposed project and state/local planning efforts

### ZE Technology Competition examples:

- Connection between the proposed project and the Department of Energy's Regional Clean Hydrogen Hubs Program (H2Hubs) program.
- Connection between the proposed project and the upcoming National Zero-Emission Freight Corridor Strategy.
- Connection between proposed electric infrastructure elements and broader community charging needs, for example, making the charging infrastructure publicly accessible.
- How the project complements projects funded – or projects under consideration for funding – under other programs such as the EPA's Climate Pollution Reduction Grant Program or the Maritime Administration's Ports Infrastructure Development Program.
- How the project coordinates with projects at other sites.
- Use of leveraged resources from state, Tribal, local, and private sources, including businesses or other organizations, to implement the project.

# Evaluation Criteria:

## Project summary and approach

ZE Technology Competition only, Workplan Section 1.d.



### Project Risk Mitigation

- Discuss any potential barriers to successful project implementation, and strategies for overcoming those barriers.
- Identify and discuss key risks that could reasonably lead to delays or interruptions in the project or impact its cost and effectiveness
- Discuss the extent to which the deployment of purchased ZE technology may be affected by these risks
- Identify the strategies that will be used to mitigate each risk and discuss their likely adequacy.

### Examples of Types of Risks:

- Technical Risks – technology readiness and availability, systems integration, infrastructure, and engineering.
- Financial Risks – project finance, market and regulatory structures, commercial business models, and credibility and terms of non-federal cost share sources.
- Security Risks – preliminary identification of cybersecurity (hardware, software, data), physical security, and internal and external threats, and response planning.
- Organizational Risks – project team makeup, project management structure, and similar elements.
- Execution Risks – potential engineering, schedule, procurement, construction, permitting, safety, interconnection timelines and utility provider capacity, timelines for effective engagement with labor and the surrounding community, availability of qualified personnel, and similar elements.

# Evaluation Criteria:

## Project summary and approach

ZE Technology Competition only, Workplan Section 1.e.



### Applicant Fleet and Infrastructure Description

To the extent possible, describe the details of the vehicles, equipment, vessels, and supporting infrastructure

- ZE mobile source equipment, electric vehicle supply equipment and other charging equipment, shore power equipment, hydrogen fueling stations, solar and wind power generation systems, battery energy storage systems

### Resource:

Optional Supplemental Application Template (spreadsheet) on the Clean Ports Program webpage

- “4a. Fleet Description” tab and “5. Infrastructure” tab
- Template lists specific requested information (also listed in detail in the NOFO)

Table 5a: Vehicle/Equipment Overview

Vehicle or Equipment Type (select from dropdown)	Vehicle or Equipment Subtype (select from dropdown; must select a 'Vehicle or Equipment Type' first)	Vocation (select from dropdown; onroad & vessels only)	If 'Other' Subtype or Vocation selected, please describe (Onroad, Cargo Handling Equipment, and Vessels only)	Technology Type (select from dropdown)	If 'Other' selected for Technology Type, please describe	Vehicle or Equipment Total Battery Capacity, (kWh)	Fuel Cell Capacity (kW)
Onroad	Short Haul - Combination	Drayage		New Vehicle - Battery Electric		250	NA

Type of Charger	If Level 2 or DC Fast Charging, is it ENERGY STAR certified?	EVSE or Other EV Charger Manufacturer	EVSE or Other EV Charger Model
Example EV Infrastructure	Level 2	Yes	Manufacturer Name
EVSE Group 1			Model Name
EVSE Group 2			
EVSE Group 3			

Type of Shore Power Connection	Total Voltage Service Provided (select from dropdown)	Total Voltage Service Provided, if not listed	Manufacturer	Model
Example Shore Power Infrastructure	High voltage shore power connection (HVSC)	6.6 kV	10 kV	Manufacturer Name
Shore Power Group 1				Model Name
Shore Power Group 2				
Shore Power Group 3				

# Evaluation Criteria: Environmental Results

Both competitions



## Expected Project Outputs and Outcomes

- Identify expected quantitative and qualitative outcomes and outputs (described in NOFO), including short and long term activities
- Workplan Section 2.a.

## Performance Measures and Plan

- Describe proposed performance measures to track, measure and report progress toward achieving expected outputs and outcomes
- Describe the plan for tracking and measuring progress toward achieving the expected project outputs and outcomes and how the results of the project will be evaluated
- Workplan Section 2.b.

## Timeline and Milestones

- Detailed timeline for the project including milestones for specific tasks such as bidding, procurement, installation, and reports, along with estimated start and completion dates.
- Include scheduled time for semi-annual and final report preparation in the project timeline.
- Workplan Section 2.c.

# Evaluation Criteria: Environmental Results

ZE Technology Competition only, Workplan Section 2.d.



## Scrappage

- Scrappage is OPTIONAL
- Applicants that scrap existing internal combustion engine equipment receive points
- Full points for scrapping 1 vehicle/piece of equipment for every ZE vehicle/piece of equipment purchased
- Partial points for scrapping *less than 1* vehicle/piece of equipment for every ZE vehicle/piece of equipment purchased

### Resource:

Optional Supplemental Application Template (spreadsheet) on the Clean Ports Program webpage

- “4b. Scrappage Information” tab
- Template lists specific requested information – encouraged fill out to the extent possible

**Table 6. Current Vehicle or Equipment Committed for Scrappage Information**

**Table 6a. Basic Vehicle Information and Place(s) of Performance** | Note: Yellow fields for the Basic Information

Current Vehicle or Equipment	Corresponding New Vehicle, Equipment, or Engine (select from dropdown)	Vehicle or Equipment Type	Vehicle or Equipment Subtype	Vocation
<i>Example Old Vehicle</i>	<i>Example New Vehicle</i>	<i>Onroad</i>	<i>Short Haul - Combination</i>	<i>Drayage</i>
Current Vehicle or Equipment 1				
Current Vehicle or Equipment 2				
Current Vehicle or Equipment 3				

**Table 6b. Current Vehicle or Equipment Specifications**

Current Vehicle Class (Onroad Current Vehicles only)	Current Vehicle GVWR (Onroad Current Vehicle Only)	Current Vehicle or Equipment Manufacturer	Current Vehicle or Equipment Model	Current Vehicle or Equipment Model Year
<i>Class 7</i>	<i>12000</i>	<i>Manufacturer Name</i>	<i>Taurus</i>	<i>1995</i>

<https://www.epa.gov/ports-initiative/cleanports>



# Evaluation Criteria: Both Competitions

## Programmatic Capability and Past Performance



### Past Performance and Reporting Requirements

- List up to 5 federally funded or non-federally funded assistance agreements that the applicant is performing or has performed within the last 3 years
- Explain whether and how the applicant was able to successfully manage and complete the work
- Describe history of meeting reporting requirements under the agreement(s)
- If no relevant or available past performance: half of total points
- Workplan Section 3.a.

### Staff Expertise

- Description of staff knowledge, expertise, qualifications, and resources and/or the ability to obtain them, to successfully achieve project goals.
- May include as an optional attachment: biographical sketches, including resumes or curriculum vitae for key staff, managers, and any other key personnel (does not count toward page limit)
- Workplan Section 3.b.



# Evaluation Criteria:

## Environmental Justice and Disadvantaged Communities

### Both Competitions

#### Disadvantaged Communities: Nonattainment Areas

- Extent to which projects are located in counties that meet the disadvantaged communities definition based on meeting the criterion that they contain ozone or PM2.5 nonattainment or maintenance areas.
- Workplan Section 4.a.

#### Disadvantaged Communities: Areas with Air Toxics Concerns

- Extent to which projects are located in counties that meet the disadvantaged communities definition based on meeting the criterion that they contain areas with air toxics concerns (high diesel PM)
- Workplan Section 4.b.

#### Resources

- Supplemental Application Template will **automatically identify** whether a project is located in a disadvantaged community based on the county provided
- 2024 Clean Ports Program Disadvantaged Community County List

State	EPA Region	County FIPS	County	Maintenance Area for Ozone or PM2.5	Nonattainment Area for Ozone or PM2.5	Severe or Extreme Nonattainment Area for Ozone	High Ambient Diesel PM Concentration
AL	4	01071	Jackson County	X			
AL	4	01073	Jefferson County	X			X
AL	4	01089	Madison County				X
AL	4	01097	Mobile County				X
AL	4	01101	Montgomery County				X

<https://www.epa.gov/ports-initiative/cleanports>

State <i>(Select from dropdown)</i>	County <i>(Select from dropdown)</i>	Does this county contains a PM2.5 or Ozone Nonattainment Area?	Does this county contains a Severe or Extreme Ozone Nonattainment Area?	Does this county contains a PM2.5 or Ozone Maintenance Area?	Does this county contain an area with High Ambient Diesel PM Concentration?	Does this county meet the Disadvantaged Community Definition in Section IV.C.2 of the NOFO?
FL	Miami-Dade County	No	No	No	Yes	Yes
	please provide state first					
	please provide state first					
	please provide state first					
	please provide state first					

# Evaluation Criteria:

## Environmental Justice and Disadvantaged Communities

Both Competitions, Workplan Section 4.c.



### Community Engagement Prior to Application and During Project

Describe the meaningful engagement with near-port communities, particularly disadvantaged communities

#### Examples of meaningful community engagement **prior to application**:

- Results from a community engagement process with local residents to discuss port operations and community concerns and interests related to port climate and air quality planning, such as a charrette, focus group, key person interview, public hearing, and/or survey.
- Any efforts prior to the application to build community consensus around the proposed project, meet the interests of port stakeholders, and/or identify community priorities and benefits related to the project.

#### Examples of meaningful community engagement **during project**:

- A **communications plan** that presents a process for disseminating information to the community
- **Forums** to understand how the community sees potential benefits of the project and how they can engage (e.g., health benefits, new employment opportunities)
- **Tabling events, briefings, workshops, forums**, and other outreach to present the planned project for early input and to share results
- A **hotline** or text updates
- A **clear point of contact for the public**, communicated via regular newsletters, social media posts, and other outreach conveying project updates
- **Hiring community members** as staff or consultants, to contribute their expertise throughout the project period
- **Site visits** to share updates and to provide opportunities for community members to interact with port staff
- **Honoraria** to incentivize community members to participate in program activities, and mitigation stipends to cover expenses like childcare, transportation, or internet access

# Evaluation Criteria:

## Environmental Justice and Disadvantaged Communities

Both Competitions, Workplan Section 4.d.



### Long-term Community Engagement

Applicants should either:

- (1) describe an established long-term policy or process for meaningful community engagement (as defined in Section 4.c. of the workplan), particularly with disadvantaged communities, to get community input on port operations and projects that impact air quality and address community concerns or, if they do not have such a policy or process in place,
- (2) describe their plans to establish such a policy or process before the end of the project period.

Examples of long-term community engagement:

- A community engagement liaison or equity program director who is responsible for assisting port staff with their long-term community engagement
- A community advisory committee or other standing forum for two-way engagement that includes representation from local residents and/or local community groups
- A clear point of contact in a public forum (e.g., hotline, website) for community issues, feedback, and complaints
- A community benefits agreement/commitment
- A budget to support community engagement training for staff

# Evaluation Criteria:

## Project sustainability

Both Competitions



### Baseline port mobile source inventory for greenhouse gases, PM2.5 and/or NOx

- *ZE Technology competition*, workplan section 5.a
- Describe the publicly available baseline port mobile source emissions inventory for greenhouse gases, PM2.5 and/or NOx that the applicant or project partners completed after 2019

or

- Commit to completing one before the end of the project period and describe their plan for doing so.

### Plan to reduce port mobile source emissions

- *ZE Technology competition*, workplan section 5.b.
- Describe the publicly available plan to reduce port mobile source emissions that includes specific greenhouse gases, PM2.5 and/or NOx emission targets that the applicant or project partners finalized after 2019

or

- Commit to completing one before the end of the project period and describe their plan for doing so

### Planning competition, workplan section 5

Describe the extent to which the applicant and project partners have the ability to continue planning activities or implement results of the planning project after EPA funding for this project has ended.

Examples could include, but are not limited to:

- A description of how the planning activities fit into a broader, publicly available strategy to reduce emissions at the port.
- A description of plans to use results of the planning activities to implement emissions reduction strategies or resiliency measures.
- A description of plans to periodically update emissions inventories.

# Evaluation Criteria: Job Quality and Equitable Workforce Development ZE Technology Competition only



## Supporting High Quality Jobs

Examples of how applicants can demonstrate how they will support high-quality jobs include, but are not limited to:

- Training workers on new equipment/infrastructure
- Worker safety
- Worker and labor engagement
- Pay and benefits

Workplan section 6.a.

## Expanding Access to High Quality Jobs

Describe the extent to which the proposed project will expand participation from workers in near-port communities. This can include the leveraging of other resources outside of this grant. Examples include:

- Benchmarks and goals to train and/or hire individuals from low-income and disadvantaged communities, in alignment with applicable law;
- Creating mentorship programs for apprentices or new hires that come from low-income and disadvantaged communities to promote retention and advancement;
- Partnering with the local public workforce system or community-based organizations to support recruitment, hiring, and retention of workers

Workplan section 6.b.

# Evaluation Criteria: Workforce Development

Planning Competition only, workplan section 6



## Climate and Air Quality Measure Workforce Impact Analysis

- Carry out workforce impact analysis related to ZE technology deployment or other emissions reduction efforts as part of the project.

## Equitable Workforce Development Pathways

- Identify opportunities for individuals from disadvantaged communities, including near-port communities, to gain exposure to careers related to environmental quality at ports, such as paid internships with the applicant or educational outreach related to the planning activities conducted as part of the project.

Applications may request funding to support workforce planning activities tied to a proposed activity, including:

- Analyzing how implementing recommendations from the planning activities could impact the current workforce.
- Conducting detailed job and skills-based needs assessments
- Identifying additional sources of funding for workforce development programs including high-quality models that increase accessibility for individuals from near-port communities such as pre-apprenticeship programs
- Identifying and building relationships with partners necessary for workforce development activities at the port

# Evaluation Criteria: Project Resilience to Climate Impacts

ZE Technology Competition only, workplan section 7



Identify specifically how grant-funded technologies (equipment, vehicles, infrastructure, etc.) will be protected from extreme weather and other climate-related events.

Examples:

- Assessing project vulnerability to climate impacts can be incorporated into project planning, design, and project oversight, such as siting decisions and operational plans.
- Ensuring fleets and equipment are protected from impacts such as flooding, sea level rise, wildfire, heat, and drought, and protecting infrastructure from storm damage. For example:
  - elevating areas where equipment will be stored or charged above tidal surge level
  - housing equipment inside structures resistant to wind and wave action
  - using stormwater channeling techniques to reroute flows away from equipment.



# Evaluation Criteria: Both Competitions

## Budget



### Budget Detail

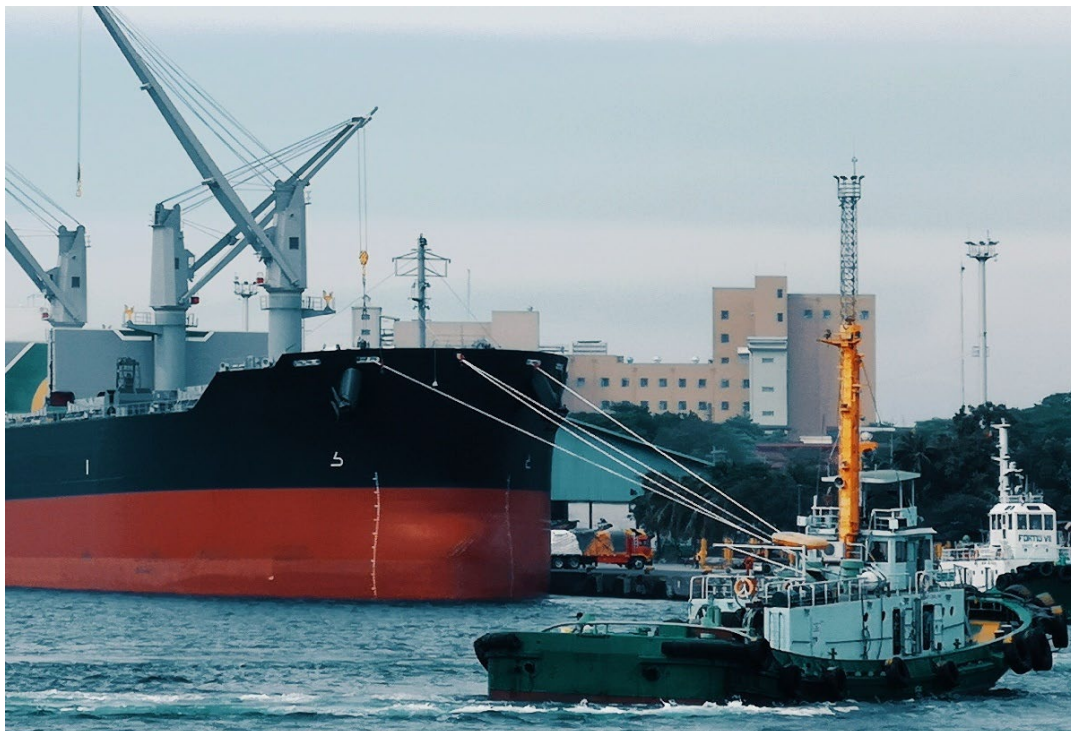
- Provide a detailed breakout by funding type
- ZE Technology competition:
  - Clearly specify the amount of federal funding and any mandatory or voluntary cost share amount for each budget category
- ZE Technology competition, workplan section 8.a.; Planning competition, workplan section 7.a.

### Expenditure of awarded funds

- Provide a detailed description of the approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner
- ZE Technology competition, workplan section 8.b.; Planning competition, workplan section 7.b.

### Reasonableness of Costs

- Detailed description of every itemized cost, including how every cost relates to the project narrative and specific activities
- ZE Technology Competition:
  - Describe the extent to which the applicant meets the Target Apportionment Among Cost Categories (i.e., at least 50% of funds for expenses related to the purchase and installation of ZE equipment or shore power infrastructure for vessels).
  - Detailed description of how the applicant will obtain the cost share and leveraged resources, and how cost share funding and leveraged resources will be used.
- Planning Competition:
  - The reasonableness of cost will be evaluated based on how many planning elements are included, the scope of the proposed planning effort, and the proposed depth of the planning effort.
- ZE Technology competition, workplan section 8.c.; Planning competition, workplan section 7.c.



## Application Submission and Selection Process

# How to Apply



1. Register your Organization with Grants.gov and SAM.gov



2. Prepare Application Package



3. Submit an **optional** informal notice of an Intent to Apply by March 28, 2024 to [cleanports@epa.gov](mailto:cleanports@epa.gov)



4. Submit Application Package on Grants.gov by May 28th at 11:59PM ET



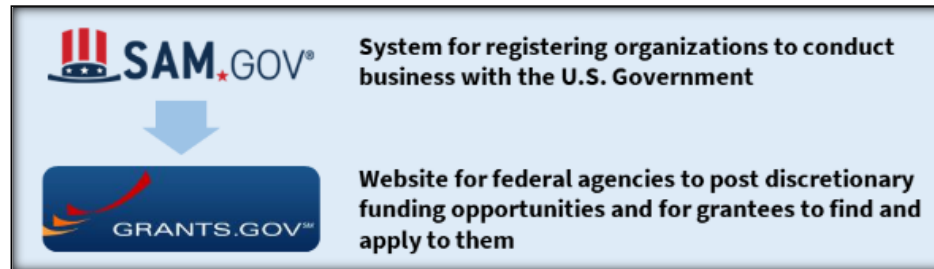
# 1. Register your Organization with Grants.gov and SAM.gov



EPA  
CLEAN  
PORTS  
PROGRAM

**All EPA grant applications are submitted online.** Applicants must be registered in two government systems to apply for EPA grants:

- The System for Award Management (**SAM.gov**) registers organizations to conduct business with the U.S. Government, which includes federal grants.
- **Grants.gov** is the official system for managing all federal grant applications.



**These two systems share information. Together, they provide access to everything needed to identify federal grant opportunities and to complete the online application process.**

**Start Early:** Completing the registration process usually takes a minimum of 10 business days. It can take much longer, especially if there are errors or inconsistencies in the information submitted.

Note: **Both systems are accessed through a single user account set up in Login.gov.** Creating a Login.gov account is easy. If you do not have a Login.gov account, you will be prompted to create one when you register with SAM.gov or Grants.gov.



# 1. Register your Organization with Grants.gov and SAM.gov



Obtain Unique Entity Identifier (UEI)



## Step 1. Register Your Organization in SAM.gov

- **Applicants must register with SAM.gov to obtain a Unique Entity Identifier (UEI)**, which is a 12-character alphanumeric identifier assigned to each unique organization. There is no fee for registering with SAM.gov and registration must be renewed annually.
- Registration in SAM.gov requires providing assertions, representations and certifications, and other information so that the federal government can verify the existence and uniqueness of the organization. **Go to the SAM.gov Entity Registration page to get started.**
- **Organizations will need to designate an E-Business Point of Contact (EBiz POC).** After the information submitted through the registration process is authenticated, the EBiz POC will receive an email from SAM.gov indicating that the registration is active.

Register POC & Create Profile with UEI



## Step 2. Create a User Account and Applicant Profile in Grants.gov

**After obtaining a UEI, an applicant must create a profile in Grants.gov in 2 steps:**

- **Create a user account in Grants.gov with the same email address used by the EBiz POC in SAM.gov.**
- **Create the applicant profile in Grants.gov using the UEI obtained from SAM.gov.**

## Step 3. Create Individual Grants.gov Accounts for Organization Members

## Step 4. Learn How to Use Workspace in Grants.gov

*For more detailed information visit:*

[www.epa.gov/grants/how-register-apply-grants](http://www.epa.gov/grants/how-register-apply-grants)



## 2. Prepare Application Package



### **Application Attachments:**

- Standard Form SF 424 – Application for Federal Assistance
- Standard Form SF 424A – Budget Information for Non-Construction Programs
- EPA Form 4700-4 – Pre-Award Compliance Review
- EPA Key Contacts Form – Key Contacts Form
- 2024 Clean Ports Program Sample Project Narrative:
  - Zero-Emission Technology Deployment Competition
  - Climate and Air Quality Planning Competition
- Optional but Strongly Encouraged: 2024 Clean Ports Program Supplemental Application Template
- Optional: 2024 Clean Ports Program Utility Partnership Template



## 2. Prepare Application Package



### **Benefits of using 2024 Clean Ports Program Supplemental Application Template:**

- Clarity about the type of information EPA is looking for
- Information entered will automatically be copied to other relevant parts of the template (e.g., new vehicle information will automatically be copied into scrappage table)
- Template automatically determines whether the project location(s) are in disadvantaged communities



### 3. Submit an Optional Notice of an Intent to Apply



#### Instructions on how to submit an optional notice of an Intent to Apply:

- Please use the subject line “Notice of Intent to Apply: Zero Emission Technology Deployment.” and/or “Notice of Intent to Apply: Climate and Air Quality Planning.”
- Please include in the body of the email:
  - Name of the applicant
  - Estimated dollar amount of the anticipated funding request
  - 1-2 sentences summarizing the project (if known)
- **Submit via email to [cleanports@epa.gov](mailto:cleanports@epa.gov) by March 28, 2024**
- Submission of Intent to Apply is optional and non-binding; it is a process management tool that will allow the EPA to better anticipate the total staff time required for efficient review, evaluation, and selection of submitted applications.





## 4. Submit Application Package



**Submit Application Package  
by May 28<sup>th</sup> at 11:59PM ET**

[Home](#) [Learn Grants](#) [Search Grants](#) [Applicants](#) [Grantors](#) [System-To-System](#) [Forms](#) [Connect](#) [Support](#)

### **i** Informative status

**Reminder:** Federal financial assistance award recipients are a crucial part of safeguarding Federal funds and maintaining a secure cyber environment. Check out our [latest blog post](#) to learn more.

### **Your Team. Your Workspace.**

Applying for a funding opportunity is easier and more efficient when your team collaborates. Grants.gov Workspace makes it possible.

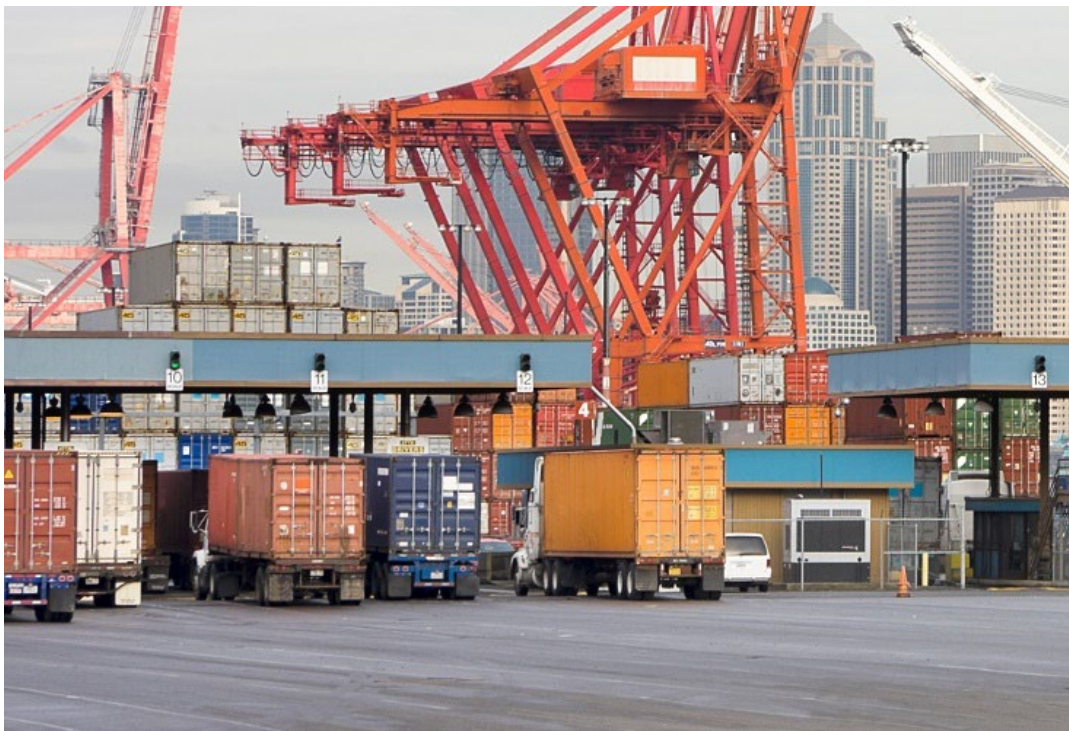


***Application packages must be submitted to EPA via Grants.gov no later than May 28<sup>th</sup> at 11:59PM ET  
For more information, please visit <https://www.epa.gov/ports-initiative/cleanports>***

# Important Dates



<b>February 28, 2024</b>	<b>Clean Ports Program Notices of Funding Opportunities (NOFOs) Open</b>
<b>March 28, 2024</b>	<b>Optional Notice of Intent to Apply Due to <a href="mailto:cleanports@epa.gov">cleanports@epa.gov</a></b>
<b>March – May 2024</b>	<b>Additional Webinars on Clean Ports Program Funding Opportunities</b> <i>More information can be found on the <a href="https://www.epa.gov/ports-initiative/cleanports">https://www.epa.gov/ports-initiative/cleanports</a> website under the 'Educational Events' section</i>
<b>May 6, 2024</b>	<b>Final Date to Submit Questions</b>
<b>May 28, 2024 at 11:59 p.m. ET</b>	<b>NOFO Closes – Application Deadline</b> <i>Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than May 28, 2024 at 11:59 p.m. Eastern Time (ET) to be considered for funding</i>
<b>August – September 2024</b>	<b>Anticipated Notification of Selection</b>
<b>December 2024</b>	<b>Anticipated Awards</b>



## Application and Project Development Resources

# Best Practices Web Area



- Best clean air practices generally and for each mobile source sector:
  - Port-wide planning
  - Drayage Trucks
  - Rail Facilities
  - Ocean Going Vessels
  - Cargo Handling Equipment
  - Harbor Craft
- Information:
  - Overview of practice
  - Technical resources
  - Tips on performance targets and data collection
  - Real world examples

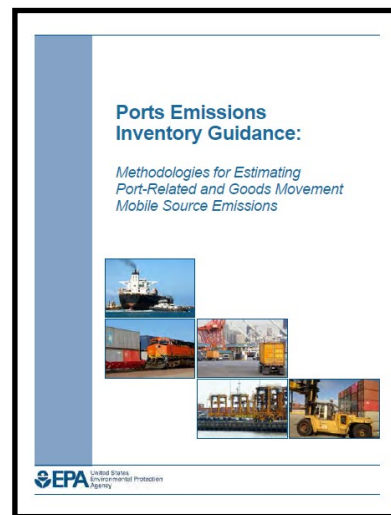
The screenshot shows the EPA website's "Best Clean Air Practices for Port Operations" page. At the top is the EPA logo and "United States Environmental Protection Agency" text. A search bar is on the right. A navigation bar contains "Environmental Topics", "Laws &amp; Regulations", "Report a Violation", and "About EPA". The main content area has a "Ports Initiative" header with a "CONTACT US" link. A left sidebar lists navigation options: "EPA Ports Initiative Home", "About EPA Ports Initiative", "Technical Resources" (with sub-links for "Ports and Goods Movement Emission Inventories", "National Port Strategy Assessment", "EPA &amp; Port Everglades Partnership", and "Shore Power Technology"), "Best Clean Air Practices" (highlighted), "Port-wide Planning", and "Drayage Trucks". The main content features the title "Best Clean Air Practices for Port Operations" and a grid of topic links: "Best Clean Air Practices", "Port-wide Planning", "Drayage Trucks", "Rail Facilities", "Ocean-Going Vessels", "Cargo-Handling Equipment", and "Harbor Craft". The text below the grid states: "This webpage is one in a series of pages that provide information on best practices at ports to reduce diesel pollution and associated health impacts. Select another topic from menu above to explore other sector best clean air practices." An image of a cargo ship is shown with the caption: "Reducing exposure to diesel exhaust at and near ports is important for public health and the environment." The text continues: "Ports are gateways of commerce and drivers of the United States economy. Port activity also affects air quality. Emissions from diesel vehicles and equipment operating at ports can pose health risks to nearby communities that are..."

[www.epa.gov/ports-initiative/best-clean-air-practices-port-operations](http://www.epa.gov/ports-initiative/best-clean-air-practices-port-operations)

# Best Port-wide Planning Practices to Improve Air Quality

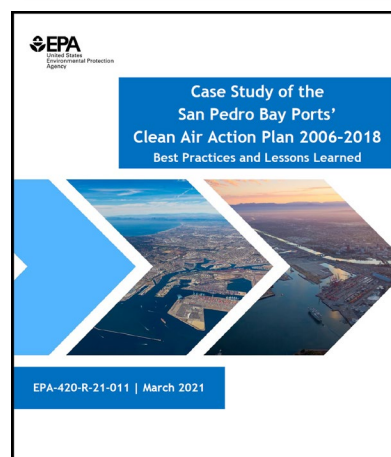


- Develop an emissions inventory
- Enhance community-port collaboration
- Develop a plan to reduce emissions
- NEW: Increase port resilience to impacts of climate change
- Apply for funding to implement clean air strategies



## Port Emissions Inventory Guidance

<https://www.epa.gov/ports-initiative/port-and-goods-movement-emission-inventories>



## Case Study on San Pedro Bay Ports Clean Air Action Plan

[www.epa.gov/ports-initiative/san-pedro-bay-ports-clean-air-action-plan-best-practices-and-lessons-learned](http://www.epa.gov/ports-initiative/san-pedro-bay-ports-clean-air-action-plan-best-practices-and-lessons-learned)

<https://www.epa.gov/ports-initiative/best-port-wide-planning-practices-improve-air-quality>

# Interactive Map Highlighting Clean Air Practices at Ports



## Clean Air Practices at Ports

This [EPA Ports Initiative](#) Clean Air Practices at Ports tool brings together real-world examples of emissions reduction activities as well as key practices highlighted in the [Best Port-Wide Planning Practices to Improve Air Quality](#) webpage. These data were gathered from a review of public websites and EPA's [Diesel Emissions Reduction Act \(DERA\) grant funding](#) for the ports featured in the Bureau of Transportation Statistics' Port Performance Freight Statistics: Annual Report to Congress from [2018](#), [2019](#) and [2020](#). To see examples of where each practice is in place, select a button below the map. To learn details about a specific port's practices, select a port on the map and then click on the "Go to Port Profile" button.

Questions or comments? Contact us at [talkaboutports@epa.gov](mailto:talkaboutports@epa.gov).

Navigation tabs: About | **National Map** | Summary Table

Interactive buttons on the right side of the map:

- Go to Port Profile
- Export Summary
- Export Full Dataset
- Clear Selections

Legend for Emissions Reduction Activities:

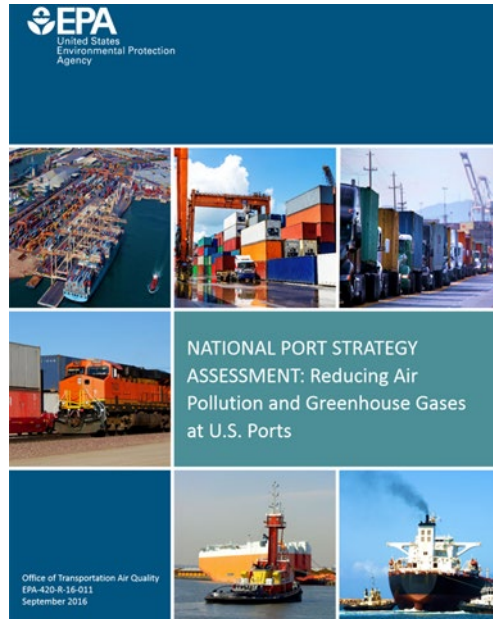
- Emissions Inventory (Yellow)
- Emissions Reduction Target (Orange)
- All Emission Reduction Activities (Purple)
- Zero Emission Activities (Light Purple)
- DERA-Funded Project\* (Green)

Legend for Community Engagement:

- Community Engagement Policy (Blue)
- Forum for Public Comments (Light Blue)
- Point of Contact for Community (Light Blue)

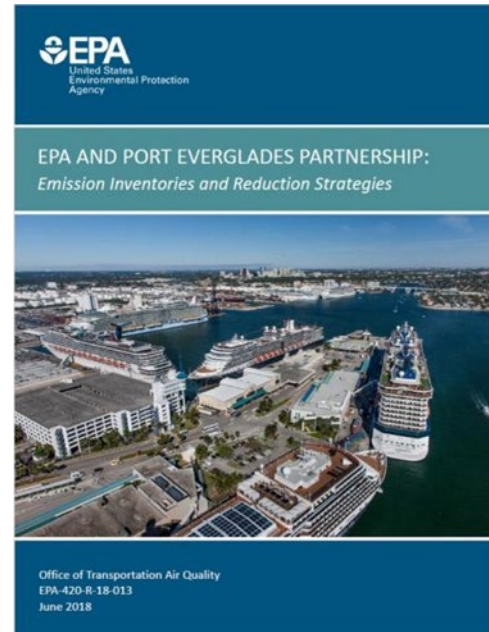
[www.epa.gov/ports-initiative/best-port-wide-planning-practices-improve-air-quality](http://www.epa.gov/ports-initiative/best-port-wide-planning-practices-improve-air-quality)

# Tools to help identify smart infrastructure investments



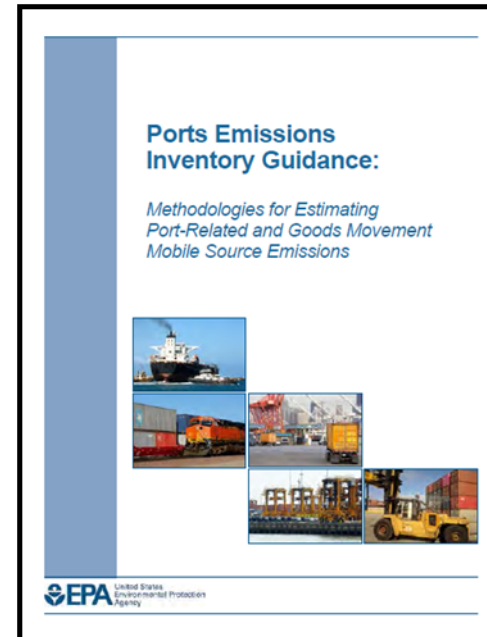
**National Port Strategy Assessment: Reducing Air Pollution and Greenhouse Gases at U.S. Ports**  
September 2016

[www.epa.gov/ports-initiative/national-port-strategy-assessment-reducing-air-pollution-and-greenhouse-gases-us](https://www.epa.gov/ports-initiative/national-port-strategy-assessment-reducing-air-pollution-and-greenhouse-gases-us)



**EPA, Port Everglades Report Shines Light on New Methods for Analyzing Potential Air Pollution Reductions**  
June 2018

[www.epa.gov/ports-initiative/epa-and-port-everglades-partnership-emission-inventories-and-reduction-strategies](https://www.epa.gov/ports-initiative/epa-and-port-everglades-partnership-emission-inventories-and-reduction-strategies)



**Port Emissions Inventory Guidance: Methodologies for Estimating Port-Related and Goods Movement Mobile Source Emissions,**  
April 2022

<https://www.epa.gov/ports-initiative/port-and-goods-movement-emission-inventories>



**Shorepower report characterizes the technical and operational aspects of shore power systems,** December 2022

<https://www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports>

# 2022 Update: Shore Power Technology Assessment and Calculator



Overlay of Installed and Planned High Voltage Shore Power Connection (HVSC) Systems and eGRID Subregions.

- Information on new projects, standards, regulations, vessel readiness, costs
- Lessons learned in LA, Hueneme, Seattle, and NY/NJ
- Updated calculator with new emission factors and expanded options for vessel and fuel types to better estimate emissions reductions from shore power



# Promoting community-port collaboration for effective planning

EPA  
CLEAN  
PORTS  
PROGRAM

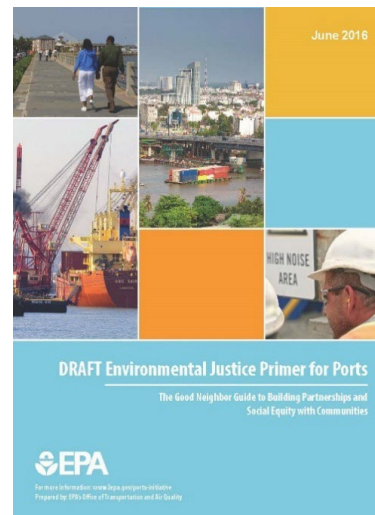


Port of Savannah Tour

- Tools and training:
  - **Ports Primer for Communities**
  - **Community Action Roadmap**
  - **EJ Primer for Ports**, including Good Neighbor Roadmap
- Case studies: Providence (Region 1), Wilmington (Region 3), Savannah (Region 4), New Orleans (Region 6), Los Angeles and Long Beach (Region 9), Seattle (Region 10)



Collaboration Training



# Complementary Funding Opportunities: Open Now!



- [Ports Infrastructure Development Program \(PIDP\)](#)
  - **\$500 million competition** for projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. *Deadline: May 10*
- [Climate Pollution Reduction Grants \(CPRG\)](#)
  - **\$4.3 billion competition** for states, local governments, tribes, and territories to fund policies and programs to cut climate pollution. *Deadline: April 1*
  - **\$300 million competition** for only tribes and territories to fund policies and programs to cut climate pollution. *Deadline: May 1*
- Additional funding opportunities for ports
  - [Federal Funding Opportunities for Port Low- to Zero- Emission Technologies](#)
  - [List of Funding Opportunities for Ports and Near-Port Communities](#)



- Upcoming webinars from EPA’s Office of Grants and Debarment for grant applicants:
  - [Competition Process Webinar](#) (March 26, 1-2 PM ET): Overview of the competition process from application through evaluation and selection
  - [Procurement, Subawards, and Participant Support Costs Webinar](#) (March 27, 11:30 AM-1 PM ET): Procurement regulations and requirements
  - [New EPA Davis-Bacon Grant Term and Condition Webinar](#) (March 28, 12:30-1:30 PM ET): New grant term and condition required for construction activities
  - Plus recordings of past webinars on indirect cost rates, competitions process, grant terms and conditions, and more on the [EPA Grants Webinars webpage](#)
- [Ports Initiative webinars](#): View recordings from past events and stay up to date on upcoming webinars

# Important Dates



<b>February 28, 2024</b>	<b>Clean Ports Program Notices of Funding Opportunities (NOFOs) Open</b>
<b>March 28, 2024</b>	<b>Optional Notice of Intent to Apply Due to <a href="mailto:cleanports@epa.gov">cleanports@epa.gov</a></b>
<b>March – May 2024</b>	<b>Additional Webinars on Clean Ports Program Funding Opportunities</b> <i>More information can be found on the <a href="https://www.epa.gov/ports-initiative/cleanports">https://www.epa.gov/ports-initiative/cleanports</a> website under the 'Educational Events' section</i>
<b>May 6, 2024</b>	<b>Final Date to Submit Questions</b>
<b>May 28, 2024 at 11:59 p.m. ET</b>	<b>NOFO Closes – Application Deadline</b> <i>Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than May 28, 2024 at 11:59 p.m. Eastern Time (ET) to be considered for funding</i>
<b>August – September 2024</b>	<b>Anticipated Notification of Selection</b>
<b>December 2024</b>	<b>Anticipated Awards</b>



**Questions?**

# Important Dates



<b>February 28, 2024</b>	<b>Clean Ports Program Notices of Funding Opportunities (NOFOs) Open</b>
<b>March 28, 2024</b>	<b>Optional Notice of Intent to Apply Due to <a href="mailto:cleanports@epa.gov">cleanports@epa.gov</a></b>
<b>March – May 2024</b>	<b>Additional Webinars on Clean Ports Program Funding Opportunities</b> <i>More information can be found on the <a href="https://www.epa.gov/ports-initiative/cleanports">https://www.epa.gov/ports-initiative/cleanports</a> website under the 'Educational Events' section</i>
<b>May 6, 2024</b>	<b>Final Date to Submit Questions</b>
<b>May 28, 2024 at 11:59 p.m. ET</b>	<b>NOFO Closes – Application Deadline</b> <i>Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than May 28, 2024 at 11:59 p.m. Eastern Time (ET) to be considered for funding</i>
<b>August – September 2024</b>	<b>Anticipated Notification of Selection</b>
<b>December 2024</b>	<b>Anticipated Awards</b>

# Keep in touch



- **For more information about the Clean Ports Program, visit:**  
<https://www.epa.gov/ports-initiative/cleanports>
- **For questions about the Clean Ports Program, email:**  
[cleanports@epa.gov](mailto:cleanports@epa.gov)
  - Deadline for submitting questions about the Clean Ports Program funding opportunities is May 6<sup>th</sup>, 2024
- **EPA's Clean Ports Program website and newsletter sign-up:**  
<https://www.epa.gov/ports-initiative/cleanports>