

CPP

CLEAN PORTS PROGRAM

ZERO-EMISSION TECHNOLOGY DEPLOYMENT

Applications are due May 28, 2024.

ADMINISTERED BY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

The Clean Ports Program: Zero-Emission Technology Deployment Competition is a funding initiative by the EPA designed to assist ports across the United States in transitioning to zero-emission (ZE) operations. The program aims to reduce emissions from mobile sources such as cargo-handling equipment, vehicles, and vessels at ports, thereby improving air quality for nearby communities, particularly those disproportionately impacted by pollution. With an anticipated funding of up to \$2.79 billion, the program will support the acquisition and deployment of ZE port equipment and infrastructure, along with related planning and support activities.



ELIGIBLE APPLICANTS

Class I railroads may be eligible applicants under the CPP; however, they must partner with a public sector entity to pursue funding for projects.

- Port Authority
- State, regional, local, or tribal agency that jurisdiction over a port authority or port
- Air pollution control agency

Eligible private entity that:

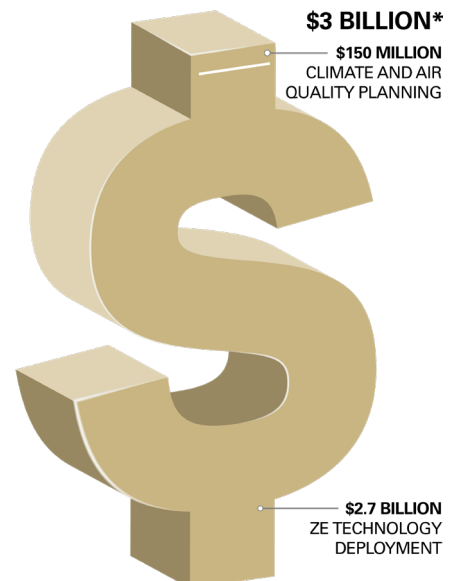
- Applies for a grant in partnership with an eligible entity, and
- Owns, operates, or uses facilities, cargo-handling equipment, transportation equipment, or related technology of a port.



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

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*\$750M to be spent in nonattainment areas.
"Nonattainment" indicates legal limits exceeded for certain harmful air pollutants.

CPP - ZE TECHNOLOGY DEPLOYMENT

Funding for the deployment of ZE technologies in port operations. This includes both equipment and the necessary infrastructure.

Types of Projects:

ZE Mobile Equipment

This includes the purchase and deployment of new battery-electric or hydrogen fuel cell vehicles, vessels, powertrains, and other mobile equipment that directly serve a port, such as cargo handling equipment, drayage trucks, locomotives, railcar movers, and various harbor craft

ZE Infrastructure Serving Mobile Equipment

This covers the purchase and installation of new or expanded electric charging and/or hydrogen fueling infrastructure for eligible ZE port equipment, including shore power infrastructure for marine vessels

ZE Technology Deployment Support Activities

Funding may also cover project support activities related to the implementation of eligible ZE technology projects, including public engagement, safety and operational planning, workforce training, performance monitoring, project management, and administrative costs

Types of Ports:

- **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.
- **Small Water Port:** 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.
- **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% of freight volumes handled by any mode within a state.

Funding Details: \$2.79B Ceiling

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% EPA Share	20% Mandatory Applicant Share	5-10 Awards
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% EPA Share	10% Mandatory Applicant Share	25-70 Awards
Tier C	Water or dry ports	Tribal applicants only	\$2,000,000 - \$50,000,000	100% EPA Share	0% Mandatory Applicant Share	2-10 Awards

Applications in each tier will be evaluated and ranked against other applications within the same tier.

The EPA reserves the rights to increase or decrease (including decreasing to zero) the total dollar amount for awards under each tier.

In addition, the EPA reserves the right to reject all applications and make no awards under this announcement or to make fewer awards than anticipated.



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CPP - ZE TECHNOLOGY DEPLOYMENT

Defining Disadvantaged Communities:

The NOFO uses the following definitions and tools to identify communities as disadvantaged communities:

Reflecting the Biden Administration's policy priorities, Justice40 aims to direct 40% of benefits from federal investments to disadvantaged communities. As a best practice, BNSF encourages partners to use publicly available tools such as the White House's Climate and Economic Justice Screening Tool or the Equitable Transportation Community Explorer to highlight socioeconomic burdens impacting a community. The application template for the Clean Ports Program will automatically identify if a community is identified as disadvantaged.

A link to the excel based file, *2024 Clean Ports Program Supplemental Application Template*, can be found here: www.epa.gov/ports-initiative/cleanports

Nonattainment areas are regions that do not meet national air quality standards. More information can be found here: www.epa.gov/green-book

Statutory Partnership Agreement(s):

Mandatory for eligible private entities. A written and signed agreement with the Statutory Partner that is legally binding must be included in the application. More information can be found in Appendix B of the NOFO.

Utility Partnership Template:

Applicants are encouraged to explain partnerships with utilities on charging infrastructure, to ensure new equipment can be powered during/after the period of performance.

The template can be found here:

www.epa.gov/system/files/documents/2024-02/2024-clean-ports-util-partner-agreemt-2024-02.pdf

Supplemental Application Template:

A structured format provided by EPA to assist applicants in organizing and presenting their proposals. Although the template is optional, there is an indication that it might become a requirement in the future (during the application window)*.

The template can be found here:

www.epa.gov/system/files/documents/2024-02/2024-clean-ports-supp-applic-template-2024-02.xlsx

*EPA is in the process of approval of a template for applying to the program. It is likely the template will be required for all submitted applications following its approval. Applicants who submitted prior to the template approval will not be penalized.

Questions to ask yourself about the project:

Can an applicant submit more than one application?

Applicants may submit up to two applications, provided that the same port is not included in more than one application.

How will scrappage be evaluated in the application process?

Applications will be evaluated based on their plan to scrap existing equipment, with full points awarded for scrapping one equivalent vehicle/piece of equipment for every ZE vehicle/piece of equipment purchased.

Partial points will be awarded for less than full scrappage.

What is a statutory partnership in the Clean Ports Program?

A statutory partnership refers to a formal collaboration between an eligible private entity and one or more non-private entities that are eligible for the Clean Ports Program.



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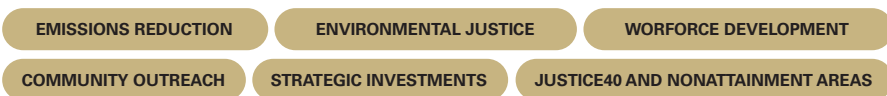
CLEAN PORTS PROGRAM

CLIMATE AND AIR QUALITY PLANNING

Applications are due **May 28, 2024.**

ADMINISTERED BY: ENVIRONMENTAL PROTECTION AGENCY (EPA)

The Clean Ports Program (CPP): Climate and Air Quality Planning Competition is a funding initiative by the EPA designed to support climate and air quality planning at United States ports. It aims to facilitate the transition to zero-emission (ZE) operations, reduce emissions from mobile sources, and enhance air quality, particularly benefitting disadvantaged communities. With an anticipated \$150 million in funding, the competition supports emissions inventory, strategy analysis, stakeholder collaboration, and resilience planning. These efforts are geared towards establishing sustainable practices within the port industry, ensuring healthier communities, and environmental protection.



ELIGIBLE APPLICANTS

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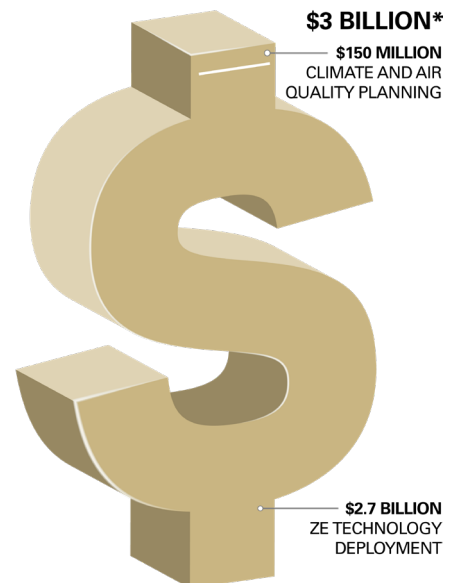
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CPP - CLIMATE AND AIR QUALITY PLANNING

Funding for strategic planning and initiatives that aim to improve air quality and address climate-related concerns in port areas.

Types of Projects:

Emissions Inventory and Accounting

Creating or updating port-wide or specific inventories of emissions from sources like dray trucks and cargo-handling equipment, collecting data through stakeholder interviews, traffic studies, and emissions monitoring to inform these inventories

Emissions Reduction Strategy Analysis

Developing reports on emissions reduction goals, assessing the costs and feasibility of reduction strategies like replacing old trucks or installing ZE infrastructure, and conducting scenario analyses to compare different reduction strategies

Stakeholder Collaboration and Communication

Creating structures for input from communities and stakeholders on climate and air quality plans, providing capacity-building resources for effective engagement in decision-making, and developing community benefits plans to assess and mitigate environmental justice issues

Resilience Planning

Assessing climate change vulnerabilities affecting ports and nearby communities, identifying measures to protect port infrastructure and operations from these vulnerabilities, and developing action plans to mitigate risks from extreme weather impacts

Funding:

The EPA anticipates awarding **50 to 70 grants** or cooperative agreements under this announcement. To ensure port type diversity in the award pool, the EPA plans to grant a **minimum of 10 planning awards for projects taking place at small water ports.**

Project Min:	\$200K
Project Max:	\$3M
Funding Ceiling:	\$150M
Funding Floor:	\$0*

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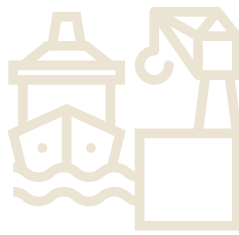
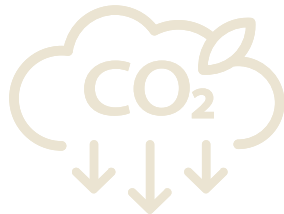
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What is the Project Cost Share?

No cost sharing or matching funds are required as a condition of eligibility under this competition.



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