Online forms to submit public comments

- Zero-emission transit, school, and shuttle buses
  [link](www.tfaforms.com/4730802)

- Zero-emission class 8 freight and port drayage trucks
  [link](www.tfaforms.com/4731018)

- Combustion freight and marine projects
  [link](www.tfaforms.com/4731032)

- Zero-emission freight and marine projects
  [link](www.tfaforms.com/4731031)

- Light-duty zero-emission vehicle infrastructure
  [link](www.tfaforms.com/4731034)
Overview of the Volkswagen Environmental Mitigation Trust

In September 2015, Volkswagen publicly admitted it had secretly installed a defeat device—software designed to cheat emissions tests and deceive federal and state regulators—in certain Volkswagen- and Audi-branded turbocharged direct injection ("TDI") diesel engine vehicles. Litigation quickly followed, and hundreds of actions were soon centralized in the above-captioned multidistrict litigation ("MDL"). One of these lawsuits is an action brought by the United States Department of Justice ("United States") on behalf of the U.S. Environmental Protection Agency ("EPA") for violations of the Clean Air Act, 42 U.S.C. § 7401 et seq.

After five months of intensive negotiations under the supervision of a Court-appointed Settlement Master, the United States; the People of the State of California, by and through the California Air Resource Board ("CARB") and Kamala D. Harris, Attorney General of the State of California (collectively, "California"); Volkswagen AG ("VW AG"); Audi AG; Volkswagen Group of America, Inc. ("VWGA"); and Volkswagen Group of America Chattanooga Operations, LLC ("VW Chattanooga") (collectively, "Volkswagen") reached a Partial Consent Decree that resolves claims concerning the 2.0-liter TDI diesel engine vehicles. (See Dkt. No. 1665.) Just over one year after news of the defeat device became public, the United States moved for the entry of the proposed Amended Partial Consent Decree ("Consent Decree"). (Dkt. No. 3281.)
<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zero-Emission Transit, School, and Shuttle Bus</td>
<td>$130M</td>
<td>$65M</td>
</tr>
<tr>
<td>Zero-Emission Class 8 Freight and Port Drayage Trucks</td>
<td>$90M</td>
<td>$27M</td>
</tr>
<tr>
<td>Combustion Freight and Marine Projects</td>
<td>$60M</td>
<td>$30M</td>
</tr>
<tr>
<td>Zero-Emission Freight and Marine Projects</td>
<td>$70M</td>
<td>$35M</td>
</tr>
<tr>
<td>Light-Duty Zero-Emission Infrastructure</td>
<td>$10M</td>
<td>$10M</td>
</tr>
<tr>
<td>Category</td>
<td>Requirement</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Inspections</td>
<td>Make old and new engine / vehicle available for inspection</td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>Operate the “grant-funded” engine / vehicle in accordance with the contract</td>
<td></td>
</tr>
<tr>
<td>Payment</td>
<td>Submit request for grant funds AFTER receiving award and completing project</td>
<td></td>
</tr>
<tr>
<td>Reporting</td>
<td>Submit annual reports for the term of the contract (expected 3 years)</td>
<td></td>
</tr>
<tr>
<td>Scrapping</td>
<td>Scrap an older engine / vehicle and replace it with the “grant-funded” engine / vehicle</td>
<td></td>
</tr>
</tbody>
</table>
Zero-Emission Transit, School, and Shuttle Buses

Administered by
San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

VW Mitigation Trust Stakeholder Workgroup Meetings
April & May 2019
Zero-Emission Transit, School, and Shuttle Buses

Key Points

Open to public and private organizations

First Come, First Served

$130M Total Funding
$65M available in 2019

50% of funding to disadvantaged or low-income communities
### Zero-Emission Transit, School, and Shuttle Buses

#### Eligible Projects and Funding Amounts

**$65M to Replace Class 4-8 School, Transit and Shuttle Buses**

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Buses</td>
<td>Up to $400,000</td>
<td>To replace an eligible school bus with new, commercially-available, zero-emission technology</td>
</tr>
<tr>
<td>Transit Buses</td>
<td>Up to $180,000</td>
<td>For a new, commercially-available, battery-electric bus</td>
</tr>
<tr>
<td></td>
<td>Up to $400,000</td>
<td>For a new, commercially-available, fuel-cell bus</td>
</tr>
<tr>
<td>Shuttle Buses</td>
<td>Up to $160,000</td>
<td>To replace an eligible shuttle bus with new, commercially-available, zero-emission technology</td>
</tr>
</tbody>
</table>

- Total funding for this category is $130 million, with the initial $65 million increment available in 2019
- No more than 50% of available funds in each increment will be allocated to a single bus category
- Total cost per vehicle must not exceed 75% for non-government owned and 100% for government owned vehicles
- Stacking of VW funds with HVIP and other CARB funds not allowed
Zero-Emission Transit, School, and Shuttle Buses
Tentative Schedule

2019

Q2 2019
Program Development

Q3 2019
Solicitation Open

2019-2023
Implementation & Reporting

2020

Q3- 2019
Begin Awards and Contracting

2021

Late 2021
Cycle 2 Program Development

Q3 2019
Solicitation Open

2019-2023
Implementation & Reporting

2020

Q3- 2019
Begin Awards and Contracting

2021

Late 2021
Cycle 2 Program Development
Zero-Emission Class 8 Freight and Port Drayage Trucks

Administered by South Coast Air Quality Management District
Overview

- Total funds available: **$90 million**
- First installment: **$27 million** (starting in 2019)
- Applications will be received on a first-come, first-served basis
- Open to public and private entities
- At least 50% of funds for projects that reduce emissions in disadvantaged or low-income communities
Zero-Emission Class 8 Freight and Port Drayage Trucks

Eligible Vehicle Types
- Freight Truck
- Port Truck
- Waste Hauler
- Dump Truck
- Concrete Mixer

To be replaced with:

Zero-Emission Technology
(commercially available, approved by CARB)
- Battery Electric
- Hydrogen Fuel Cell
Zero-Emission Class 8 Freight and Port Drayage Trucks

Which Zero-Emission Vehicles Will Qualify?

- Zero-emission technologies approved by CARB and available for commercial use
- Zero-emission vehicles approved through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)
- Additional vendors with qualifying zero-emission vehicles in the next 1-3 years
# Zero-Emission Class 8 Freight and Port Drayage Trucks

## Funding Table

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Engine Year (to be replaced)</th>
<th>Replacement Technology</th>
<th>Applicant</th>
<th>Maximum Funding Limit (per Vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Truck, Port Truck, Waste Hauler, Dump Truck, Concrete Mixer</td>
<td>1992 - 2012</td>
<td>Zero Emission</td>
<td>Government</td>
<td>Up to $200,000 (Not Exceed 100% of Total Cost)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Non-government</td>
<td>Up to $200,000 (Not Exceed 75% of Total Cost)</td>
</tr>
</tbody>
</table>

April & May 2019

VW Mitigation Trust Stakeholder Workgroup Meetings
Zero-Emission Class 8 Freight and Port Drayage Trucks
Tentative Schedule

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1-Q3 2019</td>
<td>Q4 2019</td>
<td>2019-2023</td>
</tr>
<tr>
<td>Program Development</td>
<td>Solicitation Open</td>
<td>Implementation &amp; Reporting</td>
</tr>
<tr>
<td>Q4-2019</td>
<td>2019-2023</td>
<td>Late 2021</td>
</tr>
<tr>
<td>Begin Awards and Contracting</td>
<td></td>
<td>Cycle 2 Program Development</td>
</tr>
</tbody>
</table>
Combustion Freight and Marine Projects

Administered by South Coast Air Quality Management District
Overview

- Total Funds Available: $60 million
- Funding will be disbursed in two installments
- First installment: $30 million
- Projects will be selected through a competitive solicitation
- SCAQMD to release the solicitation in 3rd or 4th quarter of 2019
- At least 50% of funds for projects that benefit disadvantaged or low-income communities
**Combustion Freight and Marine Projects**

### Eligible Vehicle Types

| Class 7 & 8 On-road vehicles (GVWR > 26,001 lbs) | • Freight truck  
• Waste hauler  
• Dump truck  
• Concrete mixer |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Locomotive</td>
<td>Freight switcher</td>
</tr>
<tr>
<td>Marine</td>
<td>Ferry, tugboat, or towboat</td>
</tr>
</tbody>
</table>

### Technology Options

- Optional Low NOx (0.02 g/bhp-hr)
- Tier 4
- Tier 4 or hybrid with Tier 4-equivalent NOx emissions

- Project may include an engine repower or vehicle replacement
- Projects in this category will be ranked based on cost-effectiveness for NOx emissions
- Priority will be given to projects that reduce emissions in disadvantaged or low-income communities
## Combustion Freight and Marine Projects

<table>
<thead>
<tr>
<th>Equipment Type</th>
<th>Engine Year (to be replaced)</th>
<th>Replacement Technology</th>
<th>Project Type</th>
<th>Applicant Type</th>
<th>Maximum Percentage of Project Cost</th>
<th>Maximum Funding Cap (per Engine/ Vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Truck, Waste Hauler, Dump Truck, Concrete Mixer</td>
<td>1992 - 2012</td>
<td>Low NOx (certified at 0.02 g/bhp-hr)</td>
<td>Replacement</td>
<td>Non-Government</td>
<td>25% (or 50% for Class 8 Port Drayage)</td>
<td>$85,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Government</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Repower</td>
<td>Non-Government</td>
<td>40%</td>
<td>$35,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Government</td>
<td>100%</td>
<td>$50,000</td>
</tr>
<tr>
<td>Freight Switcher Locomotive</td>
<td>Pre-Tier 1</td>
<td>Tier 4</td>
<td>Replacement</td>
<td>Non-Government</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Government</td>
<td>100%</td>
<td>$1,350,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Repower</td>
<td>Non-Government</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Government</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Ferry, Tugboat, Towboat</td>
<td>Pre-Tier 3</td>
<td>Tier 4, or Hybrid w/Tier 4- equivalent NOx emissions</td>
<td>Repower</td>
<td>Non-Government</td>
<td>40%</td>
<td>$1,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Government</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

**April & May 2019 VW Mitigation Trust Stakeholder Workgroup Meetings**
Combustion Freight and Marine Projects
Tentative Schedule

- **Q3 2019**
  - Solicitation Open

- **Q1-Q2 2019**
  - Program Development

- **Q1-Q2 2020**
  - Awards and Contracting

- **2020-2024**
  - Implementation & Reporting

- **Q3 2021**
  - Cycle 2 Program Development
Zero-Emission Freight and Marine Projects

Administered by

Bay Area Air Quality Management District
Zero-Emission Freight & Marine Projects

Key Points

Open to public and private organizations

Competitive Solicitation

$70M Total Funding; $35M available in 2019

75% of funding to disadvantaged or low-income communities
Zero-Emission Freight & Marine Projects
Eligible Projects and Funding Amounts

$35M total, awards* up to:

**Incremental cost**
- **Replace**
  - airport ground support equipment and vehicles
    - for starting aircraft; aircraft fueling & maintenance; transporting & loading passengers & cargo, baggage handling, lavatory & food service etc.

**$175,000**
- **Replace**
  - heavy-lift forklift, port cargo handling equipment
    - e.g., reach stackers, side loaders, top loaders >8,000 lbs capacity, rubber-tired gantry cranes, terminal tractors, yard hostlers & tractors

**$2,500,000**
- **Repower**
  - ferry, tug & towboat;
- **Install**
  - shore power
    - all-electric & fuel cell for repowers; cables, cable management, coupler, distribution control systems, & power distribution for shore power

* May not exceed 75% of costs for non-government-owned vehicles and equipment
Zero-Emission Freight & Marine Projects
Tentative Schedule

**Q3 – Q4 2019**
Solicitation Open

**2020-2023**
Implementation & Reporting

**2019**
- **Q2 2019**
  Program Development

**2020**
- **Early 2020**
  Awards and Contracting

**2021**
- **Late 2021**
  Cycle 2 Program Development
Light-Duty Zero-Emission Infrastructure

Administered by
Bay Area Air Quality Management District
Light-Duty Zero-Emission Infrastructure
EV Charging Stations Key Points & Funding

Fill Gaps
physical & funding gaps

Competitive Solicitation

Fill Gaps

$5M total, awards up to:

- 100% of costs
  - Public chargers
    - Government owned properties

- 80% of costs
  - Public chargers
    - Privately owned properties

- 60% of costs
  - Non-public chargers
    - Workplaces & multi-unit dwellings

50% of funds
to disadvantaged or low-income communities

VW Mitigation Trust Stakeholder Workgroup Meetings
April & May 2019
Light-Duty Zero-Emission Infrastructure
Hydrogen Stations Key Points & Funding

Projects awarded by CEC are eligible

Total Funding

$5M

Up to 33% of costs

VW Mitigation Trust Stakeholder Workgroup Meetings
April & May 2019
Light-Duty Zero-Emission Infrastructure
Tentative Schedule

- **Q3 – Q4 2019**
  - Solicitation Open

- **Q2 2019**
  - Program Development

- **Early 2020**
  - Awards and Contracting

- **2020-2023**
  - Implementation & Reporting

- **2019 – 2020**
  - April & May 2019
    - VW Mitigation Trust Stakeholder Workgroup Meetings
Public Comments accepted until May 12, 2019

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