

BOARD MEETING DATE: December 5, 2025

AGENDA NO. 12

PROPOSAL: Issue Program Opportunity Notice, Approve Modified MOUs and Approve New and Modified Awards as Approved by MSRC

SYNOPSIS: The MSRC approved a Program Opportunity Notice for projects to enhance the operational resiliency of zero emission charging infrastructure as part of the FYs 2024-27 Work Program. Additionally, the MSRC approved an award to San Bernardino County Transportation Authority for enhancements to the regional rideshare database, as well as a value increase to the contract with Exemplifi, LLC for hosting and maintenance of the MSRC's website, as part of the FYs 2024-27 Work Program. The MSRC also approved an award to Raymond Gorski for technical advisor services for the MSRC and modifications to MOUs with the Ports of Los Angeles and Long Beach. The MSRC seeks Board approval of the modified MOUs, contract awards and modification, and to release the solicitation.

COMMITTEE: Mobile Source Air Pollution Reduction Review, November 20, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve a \$7,000 contract value increase to existing Contract #MS27003 with Exemplifi, LLC, the MSRC's current website maintenance contractor, to address compliance with accessibility requirements and provide improvements to newsletter subscription performance, as part of approval of the FYs 2024-27 Work Program, as described in this Board Letter;
2. Approve contract award to San Bernardino County Transportation Authority (SBCTA) in an amount not to exceed \$483,000 to implement enhancements to the regional rideshare database, as part of approval of the FYs 2024-27 Work Program, as described in this Board Letter;
3. Approve contract award totaling \$385,700 to Raymond Gorski for technical advisor services for a 24-month term beginning January 1, 2026 and ending December 31, 2027, as described in this Board Letter and as follows:
 - a. 75 percent of the contract amount, or \$289,275, to be part of the FYs 2024-27 Work Program;

- b. 25 percent of the contract amount, or \$96,425, to be part of subsequent Work Program; and
- c. Authorize the MSRC to incorporate and exercise an option clause in the contract with Raymond Gorski for an additional two-year term for services from January 1, 2028 to December 31, 2029, subject to funding approval by the MSRC and South Coast AQMD Board at a later date;
4. Approve modified MOUs with Port of Los Angeles (POLA) and Port of Long Beach (POLB) for investment of Clean Truck Fund rate proceeds in heavy-duty zero emission drayage truck charging infrastructure projects to be administered by the MSRC, to modify the name of one recipient, and to modify descriptions of work, as described in this Board Letter;
5. Authorize the Chair (or Chair's designee) to execute the contracts as described above and in this Board Letter; and
6. Issue a Program Opportunity Notice (PON) for Electric Vehicle Charging Infrastructure Resiliency Program, as part of approval of the FYs 2024-27 Work Program, with a targeted funding level of up to \$30,000,000, as described in this Board Letter and in the attached.

Larry McCallon
Committee Chair, MSRC

AK:CR

Background

In September 1990, Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220–44247) authorizing an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvended to South Coast AQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

Proposal

At its November 20, 2025 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

MSRC Website Hosting and Maintenance

The MSRC's www.CleanTransportationFunding.org website is a critical tool for the operation of the MSRC's programs. Under Contract #MS27003, Exemplifi, LLC provides routine maintenance and minor revisions to the site. The Web Content Accessibility Guidelines 2.1 Level AA (WCAG2.1) set the baseline accessibility standards which must be met under the Americans with Disabilities Act, with phased compliance deadlines depending upon the size/type of public entity. MSRC must comply with these requirements by April 24, 2026. Furthermore, the MSRC's

newsletter subscription function has been experiencing delivery issues. Exemplifi has provided a quote of \$7,000 to implement both a new newsletter subscription system and improve accessibility to ensure compliance with WCAG2.1. The MSRC considered and approved a \$7,000 contract value increase for these efforts as part of the FYs 2024-27 Work Program.

Regional Rideshare Enhancement Project

In April 2025, the Board issued an Invitation to Negotiate to SBCTA on behalf of MSRC for a project to expand and enhance the existing regional rideshare database. The project, to be implemented on behalf of the County Transportation Commission Demand Management Partnership, was intended to integrate San Diego commuters and their employers into a unified, six-county regional ride matching database. In addition, enhancements were proposed to improve the platform's overall effectiveness.

The planned integration with the San Diego Association of Governments has been postponed. A revised project scope and budget, focused solely on enhancing the existing system within the South Coast AQMD region, was subsequently submitted by SBCTA. This would modernize the system with new modules that automate employer engagement, expand multimodal trip planning, and extend service to campuses and other discretionary trip markets. The budget has been adjusted to reflect the reduced scope. The MSRC approved a sole-source award to SBCTA in an amount not to exceed \$483,000 for these enhancements to the regional rideshare database as part of the FYs 2024-27 Work Program.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which sole source award may be justified. The request for sole source award for the SBCTA contract is made under provision B.2.c.(1): the unique experience and capabilities of the proposed contractor or contractor team. Within the South Coast AQMD jurisdiction, several County Transportation Commissions have formed the Southern California Transportation Demand Management (TDM) Partnership. The Partnership's members have divided up responsibility for various aspects of providing TDM services in the region. SBCTA is the organization with primary responsibility for implementing the regional rideshare system.

Technical Advisor Services

The MSRC retains an independent contractor to provide technical assistance in support of the Work Program. In September 2025, the Board released an RFP for technical advisor services on behalf of MSRC. The RFP established the following scoring criteria: Technical Qualifications/Experience; Technical Approach; Proposed Cost; and Past Performance. One proposal was received by the closing date of October 9, 2025. The proposal was evaluated by a panel of members of the MSRC-TAC. The MSRC awarded a contract to Raymond Gorski for a 24-month term beginning January 1, 2026 and ending December 31, 2027. The contract will also include an option clause to be

exercised at the MSRC's discretion, for a subsequent two-year term, subject to funding approval by the MSRC and South Coast AQMD Board at a later date. Funding specifics for the first 24-month term are as follows:

- a. 75 percent of the contract amount, or \$289,275, to be part of the FYs 2024-27 Work Program; and
- b. 25 percent of the contract amount, or \$96,425, to be part of subsequent Work Program.

MOUs with Ports of Los Angeles and Long Beach

In August 2024, the MSRC approved MOUs with POLA and POLB. These MOUs establish frameworks that allow POLA and POLB to invest their Clean Truck Fund rate proceeds in particular heavy-duty zero-emission drayage truck charging infrastructure projects that would be administered by the MSRC. Eight total projects, to be implemented by four project implementers, were identified. Subsequent to the execution of the MOUs, the parties were notified of changes in some of the projects to be funded. Modifications to the MOUs were necessary to modify the name of one recipient from Electrify America to 4 Gen Logistics. Additionally, the number of charging stalls planned for each of the four Terawatt locations changed, so that some locations will have a greater number of charging stalls than originally specified and some locations will have a lesser number of charging stalls. POLA and POLB have each approved modified MOUs to address these changes. The total value and term would not change. The MSRC approved the modified MOUs.

Electric Vehicle Charging Infrastructure Resiliency PON

The MSRC approved the release of PON #PON2026-01 under the FYs 2024-27 Work Program. The PON, with an initial targeted funding amount of \$30,000,000, solicits responses from electric vehicle charging site developers, as well as owners and operators of existing charging facilities, to support improvements to enhance operational resiliency. Features that promote enhanced resiliency include, but are not limited to, onsite low-emission electrical power generation capability to act as an interim power solution in cases where grid connection is delayed, and as a power source to allow continued electric vehicle charging during periods of grid power interruption, such as Public Safety Power Shutoff events. Other eligible resiliency features include photovoltaic energy production and onsite battery energy storage systems. Responses may be submitted at any time from December 5, 2025 to June 2, 2026. Upon receipt of a PON response, the MSRC could a) request a more detailed proposal for possible sole-source award; b) notify entities that an RFP will be issued at a later date; or c) decline the funding request.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, public notices advertising the Electric Vehicle Charging Infrastructure Resiliency Program PON will be published in the Los Angeles Times, the Orange County Register, the San

Bernardino Sun, and Riverside County's Press Enterprise to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the PON will be advertised in the Desert Sun newspaper for expanded outreach in the Coachella Valley. Public notices advertising the Technical Advisor Services RFP were likewise published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise, and Desert Sun newspapers.

Additionally, potential bidders may be and past bidders may have been notified utilizing South Coast AQMD's own electronic listing of certified minority vendors. Notice of the solicitation will be - and notice of past solicitations was - e-mailed to various Legislative Caucuses and minority chambers of commerce and business associations, and placed on South Coast AQMD's website (<http://www.aqmd.gov>). Further, the solicitation will be - and past solicitations were - posted on the MSRC's website at <http://www.cleantransportationfunding.org> and electronic notifications were sent to those subscribing to this website's notification service. The PON will be further advertised through outreach to other potentially interested parties which may include, but not necessarily be limited to, lists of local governments, schools, the Carl Moyer Program, and AB 617 stakeholders.

The MSRC requests that the Board approve the modified MOUs, contract awards and modification, and issue the PON as part of approval of the FYs 2024-27 and subsequent AB 2766 Discretionary Fund Work Programs as outlined above.

Resource Impacts

South Coast AQMD acts as fiscal administrator for the AB 2766 Discretionary Fund Program (Health & Safety Code Section 44243). Money received for this program is recorded in a special revenue fund (Fund 23) and the contracts specified herein will be drawn from this fund.

Attachment

PON2026-01 - Electric Vehicle Charging Infrastructure Resiliency Program



ELECTRIC VEHICLE CHARGING INFRASTRUCTURE RESILIENCY PROGRAM

A Program Opportunity Notice for
Resiliency Improvements to Electric Vehicle Charging
Infrastructure in the South Coast AQMD

PON2026-01

December 5, 2025

SECTION 1: INTRODUCTION

Over the past thirty five years, the Mobile Source Air Pollution Reduction Review Committee (MSRC) has invested strategically in clean transportation initiatives that accelerate the South Coast Air Quality Management District (South Coast AQMD) region’s transition toward a zero-emission future. These efforts have included significant funding for the deployment of zero-emission vehicle (ZEV) charging infrastructure, which serves as an enabling foundation for widespread adoption of battery-electric vehicles across both the public and private sectors.

A major focus of the MSRC’s Clean Transportation Funding™ Program has been supporting the development of zero-emission goods movement infrastructure projects that reduce emissions from heavy-duty trucks operating at ports, warehouses, and logistics centers. Reliable, resilient charging infrastructure is critical to sustaining the operational viability of these zero-emission fleets, and ensuring that air quality gains are maintained during periods of grid disruption.

The MSRC recognizes that the dependence of electric vehicle (EV) charging facilities on the electric utility grid introduces potential vulnerabilities. Grid outages, including Public Safety Power Shutoffs (PSPS) implemented to mitigate wildfire risk, can interrupt essential charging operations, directly impacting the movement of goods, emergency response, and other vital services.

Of equal concern are delays in securing permanent grid connectivity—particularly for high-capacity charging installations that require substantial electrical upgrades. These delays can postpone the commissioning of new infrastructure and hinder the timely transition to zero-emission operations.

To address these challenges, the Electric Vehicle Charging Infrastructure Resiliency Program is intended to strengthen the operational reliability of essential EV charging facilities through the integration of on-site distributed energy resources (DER), microgrid systems, and clean, ultra-low-emission backup power technologies. By supporting projects that demonstrate the ability to maintain charging capability during utility outages or to operate independently of the grid when necessary, the MSRC aims to ensure that critical zero-emission transportation assets remain functional under all operating conditions.

SECTION 2: PROGRAM OPPORTUNITY NOTICE OVERVIEW

The MSRC is soliciting conceptual projects from qualified entities to design, construct, and/or retrofit electric vehicle (EV) charging facilities to incorporate operational resiliency features capable of maintaining essential functions during electrical service disruptions. The intent of this Program Opportunity Notice (PON) is to improve the reliability and availability of essential EV charging infrastructure through the integration of Distributed Energy Resources (DER), microgrid systems, and other on-site power resiliency technologies.

California’s increasing reliance on electricity to support zero-emission vehicle adoption underscores the need for charging facilities that can continue operations during grid outages, including those

resulting from Public Safety Power Shutoffs. Additionally, several regions within the South Coast Air Basin face delays or limitations in electric utility service upgrades necessary to support high-capacity EV charging. The MSRC's Charging Infrastructure Resiliency Program is therefore designed to enable continued or accelerated deployment of EV infrastructure where grid interconnection is delayed, infeasible, or constrained by available electrical service capacity.

The MSRC seeks to partner with public and private stakeholders to implement resilient, low-emission, and scalable solutions that strengthen the reliability of clean transportation infrastructure within the South Coast AQMD jurisdiction.

Key objectives under this PON are as follows:

- Enhance the ability of essential EV charging sites to remain operational during PSPS events or other grid interruptions.
- Provide interim or longer-term power solutions in cases where grid connectivity is delayed or unavailable.
- Integrate ultra-low emission distributed energy technologies and clean fuels into the EV charging ecosystem.
- Support the deployment of resilient infrastructure serving public access charging, goods movement, and critical municipal operations.
- Demonstrate measurable improvements in operational continuity, emissions performance, and readiness for future grid interconnection for projects funded under this solicitation.

The total available funding under this PON is \$30 million. It is anticipated this PON will result in multiple MSRC funding awards.

2.1 ELIGIBLE RESPONDENTS

Concept papers and proposals will be accepted from qualified entities who develop, own, operate, or manage electric vehicle charging infrastructure within the South Coast AQMD jurisdiction, including:

- Electric vehicle charging site developers.
- Owners of existing EV charging facilities.
- Operators of EV charging sites, provided that written authorization from the site owner is included.
- Partnerships among applicants, such as site owners teaming with technology providers, energy service companies, and public and municipal utilities, are encouraged to ensure comprehensive project delivery.

2.2 ELIGIBLE PROJECT CATEGORIES

Projects eligible for consideration under this PON include:

- New Publicly Accessible Charging Facilities: Construction of new charging locations incorporating resiliency systems as an integral design component.
- Retrofit of Existing Charging Facilities: Upgrading existing public or semi-public charging sites to include DER, microgrid, or other resiliency features.
- Fleet and Goods Movement Facilities: Charging depots serving drayage trucks, delivery vehicles, or other goods movement operations where continuous service is essential.
- Limited Access or Private Fleet Charging Sites: Facilities supporting essential logistics, municipal, or emergency response operations where downtime would impact public benefit.

2.3 ELIGIBLE RESILIENCY ENHANCEMENT TECHNOLOGIES & FUELS

- On-site distributed energy resources (DER), including ultra-low emission generators such as linear generators or fuel cells.
- Battery Energy Storage Systems (BESS) integrated with EV chargers or microgrid controllers.
- On-site microgrid systems with islanding (i.e., grid disconnect) capability.
- Photovoltaic (solar PV) systems providing renewable generation and peak-load support.
- Multiple utility feeds or redundant electrical circuits to enhance service continuity.
- Eligible linear generator and fuel cell fuels: natural gas, renewable natural gas (RNG), hydrogen (H₂), liquefied petroleum gas (LPG, propane), ethanol (C₂H₆O), and biogases (landfill gas, dairy RNG).

Note that South Coast AQMD Rule 1110.3, Emissions from Linear Generators, is only approved for natural gas fuel at this time. Use of other fuels will require demonstration of compliance with Rule 1110.3.

Reciprocating or turbine engine backup generators or gensets are not eligible under this PON.

Diesel fuel, including renewable diesel (R99/100) is not an eligible fuel under this PON.

SECTION 3: FUNDING PARAMETERS & COST SHARING

Applicants responding to this PON may request MSRC Clean Transportation Funding™ covering up to fifty percent (50%) of the total eligible costs for resiliency enhancement projects. A minimum matching contribution of fifty percent (50%) from non-MSRC sources is required. Acceptable matching funds may consist of cash expenditures, in-kind labor, materials, or verified third-party funding. The MSRC retains the right to modify award amounts consistent with proposal merit, funding availability, and program priorities.

Entities participating in the South Coast AQMD INVEST CLEAN Heavy Duty Charging Infrastructure Deployment Incentive Program, as well as those involved in charging infrastructure initiatives funded by the California Energy Commission (CEC), US Environmental Protection Agency (US EPA), or other state or federally-supported programs, are eligible to partner with the MSRC to incorporate additional resiliency features into South Coast AQMD, California, or federally-sponsored projects.

SECTION 4: HOW TO RESPOND TO THIS PON – INFORMATION PACKAGE PREPARATION

This PON is designed to encourage innovative strategies that improve the operational continuity and resiliency of essential electric vehicle (EV) charging sites throughout the South Coast Air Basin. The MSRC will accept responses ranging from concept papers to full proposals, allowing applicants flexibility in how they present their proposed solutions.

Emphasis should be placed on describing how the proposed resiliency enhancement advances the MSRC's goal of improving charging infrastructure reliability, particularly during Public Safety Power Shutoffs (PSPS) or other grid disruptions. Respondents are encouraged to review Section 5 of this PON for additional evaluation criteria that may guide proposal development.

While there are no strict requirements for conceptual submissions, the following guidelines are provided to assist respondents in preparing a comprehensive and well-structured PON response.

1. Transmittal Letter. Identify the organization submitting the response, including contact information for technical and contractual matters (name, address, phone, e-mail, and website URL).
2. An Overview of Your Organization & Role in Charging Infrastructure Resiliency Improvements. Provide a concise description of your agency or business enterprise, including relevant experience, products, or services related to electric vehicle charging infrastructure resiliency. Summarize prior experience with EV supply equipment (EVSE) or similar distributed energy resource (DER) developments, as well as organization size, structure, and financial capacity.
3. Discussion of How the MSRC Can Potentially Partner with Your Organization to Enhance Charging Infrastructure Resiliency. Discuss how a partnership with the MSRC could enhance charging infrastructure resiliency in the South Coast region. Conceptual partnership frameworks are welcome; however, if a specific project is proposed, please include the elements described below.
4. Conceptual Project Description. If applicable, provide a detailed description of the proposed infrastructure resiliency project, including:

- a. Project Location: Describe project site characteristics such as ownership status, parcel size, accessibility, environmental conditions, and whether the site is located within a Qualified Opportunity Zone.
- b. Operational Model: Outline the project's operational framework, addressing:
 - Customer Base - Describe the charging infrastructure targeted customer base, such as trucking fleets, independent owner operators, other users, and/or some combination thereof.
 - Hours of Operation and Public Accessibility - Include general operating hours and the hours of public accessibility if the development is not exclusively public. Describe any restrictions on public access.
 - Customer Service Model - Describe your firm's customer service model, such as how you handle payments, reservations, etc.
 - Ancillary Services - If applicable, describe any ancillary operations, such as ATMs, food sales, cell phone waiting areas, etc.
 - Environmental Clearance - Anticipated new CEQA requirements and permits needed to complete construction and the status of obtaining approvals.
- c. Site Design & Proposed Resiliency Improvements: Provide a conceptual site layout and describe the resiliency improvements to be implemented. Include:
 - Number and Type of charging units - Include the actual or anticipated number of charging units. Identify the charging rate(s) and connector type(s).
 - Supportive services - Identify plans for supportive services, such as restrooms, offices, and/or car parking, if applicable, and their approximate site locations.
 - Resiliency upgrades – Describe proposed DER technologies and design features (e.g., ultra-low emission generators, linear generators, solar-plus-storage systems). Include:
 - Technology and Design Details – Technical specifications of DER systems, emissions characteristics, power ratings, and control architecture.
 - Preliminary Engineering Drawings and Interconnection Plan.
 - Operations and Maintenance Plan or Framework.
 - Letters of Support or Site Owner Authorization, as applicable.
- d. Conceptual Development Schedule: Present a high-level schedule outlining key milestones (e.g., permitting, construction, commissioning, operations).

- e. Cost Estimate and Budget: Provide a cost estimate and cost breakdown for the charging infrastructure resiliency improvement concept. Rough order of magnitude costs are acceptable for conceptual design projects. Identify the following:
- Capital costs - Include all costs associated with the design and construction of a publicly accessible truck charging/refueling facility. Please list the assumptions used to derive the estimated capital costs.
 - Operating costs - Include costs such as energy, staffing, and maintenance. Please state the assumptions used in estimating operations costs and the minimum charging sales needed to cover operating costs.
 - Expected commitment of private investment and source of funding.
 - Grants or subsidies - Please describe any grants, subsidies, incentives, and/or public utility participation or incentives that are assumed in your budget.
- f. Business Plan and Financial Projections: Provide a description of your business model, including proposed revenue-generating mechanisms and cost-recovery strategies. Indicate the level of financial assistance requested from the MSRC. If your business plan relies on additional grant funding, describe the agency or firm's plan for securing such funds.
- g. Anticipated Barriers: Identify any barriers – financial, regulatory, technical, etc. – that could preclude your agency or firm's ability to achieve these goals, and describe ways to overcome them.

By using the less-restrictive PON process, the MSRC hopes to stimulate development of unique, creative ideas for charging infrastructure resiliency improvements. The MSRC does have an expectation, however, that responses to this PON will convey sufficient detail so that a determination of a candidate concept's transformative potential, including likelihood for regional replication, can be evaluated. As such, the MSRC requests that respondents to this PON provide as much technical and programmatic information as is available to assist the MSRC in accurately evaluating a concept's benefit potential.

The period to submit a response under this PON closes on June 2, 2026, unless extended by the MSRC. Responses should be sent via e-mail to:

Cynthia Ravenstein
MSRC Contracts Administrator
Cynthia@CleanTransportationFunding.org

If you have any questions regarding this PON, please direct inquiries to one of the following MSRC staff contacts:

- For General and Administrative Assistance, please contact:

Cynthia Ravenstein
MSRC Contracts Administrator
Phone: 909-396-3269
E-mail: Cynthia@CleanTransportationFunding.org

- For Technical Assistance, please contact:

Ray Gorski
MSRC Technical Advisor
Phone: 909-396-2479
E-mail: Ray@CleanTransportationFunding.org

SECTION 5: PROJECT REVIEW & FUNDING PROCESS

All responses to this PON will be reviewed by the MSRC's Innovation Subcommittee. Concepts will be evaluated on their merits relative to the following criteria:

1. Technical feasibility and project readiness;
2. Project readiness/implementation schedule;
3. Expected improvement in charging location operational resiliency;
4. Respondent qualifications and experience in charging infrastructure resiliency technologies and/or project implementation;
5. Regional benefit and essential service value; and
6. Co-funding contribution level – the extent to which an MSRC investment will be leveraged through contributions from other sources.

Submittal of a response to this PON will result in one of the following three outcomes:

- A request by the MSRC for the submittal of a full proposal with detailed analysis of the project's immediate as well as long term regional impact for possible sole-source funding consideration;
- Notification that a detailed Request for Proposals (RFP) will be issued at a later date;
- Notification that the proposed concept has been declined from further consideration.

Charging infrastructure resiliency enhancement projects selected for MSRC funding will be required to enter into a binding agreement with the South Coast AQMD on behalf of the MSRC. This agreement will be the result of a negotiation between the MSRC, South Coast AQMD, and the project lead entity. In all cases, projects must be approved by the MSRC and South Coast AQMD Governing Board prior to the execution of an agreement or disbursement of MSRC funds.