



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

HYBRID TECHNOLOGY COMMITTEE MEETING

Mayor Carlos Rodriguez, Committee Chair
Supervisor Curt Hagman
Mayor Patricia Lock Dawson
Councilmember Larry McCallon
Supervisor Janet Nguyen
Board Member Veronica Padilla-Campos

May 15, 2026 ♦ 12:00 p.m.

TELECONFERENCE LOCATIONS

Huntington Beach Central Library
Balboa Room
7111 Talbert Avenue
Huntington Beach, CA 92648

Riverside City Hall
7th Floor Conference Room
3900 Main Street
Riverside, CA 92522

A meeting of the South Coast Air Quality Management District Technology Committee will be held at 12:00 p.m. on Friday, May 15, 2026 through a hybrid format of in-person attendance in the Dr. William A. Burke Auditorium at the South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, and remote attendance via videoconferencing and by telephone. Please follow the instructions below to join the meeting remotely.

Please refer to South Coast AQMD's website for information regarding the format of the meeting, updates if the meeting is changed to a full remote via webcast format, and details on how to participate:

<http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>

ELECTRONIC PARTICIPATION INFORMATION (Instructions provided at bottom of the agenda)

Join Zoom Meeting - from PC or Laptop

<https://aqmd.zoomgov.com/j/1605167850>

Zoom Webinar ID: 160 516 7850 (applies to all)

Teleconference Dial In

+1 669 254 5252

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**Audience will be allowed to provide public comment in person
or through Zoom connection or telephone.**

PUBLIC COMMENT WILL STILL BE TAKEN

Cleaning the air we breathe...

AGENDA

Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't. Code Section 54954.3(a)). If you wish to speak, raise your hand on Zoom or press Star 9 if participating by telephone. All agendas for regular meetings are posted at South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes total for all items on the agenda.

Please note that under the California Public Records Act (Gov't. Code § 7920.000 et seq.) your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email) become part of the public record and can be released to the public on request or posted on the South Coast AQMD website.

CALL TO ORDER

ROLL CALL

ACTION ITEMS: (1-6)

- 1. Vote About Whether to Allow Non-Elected Committee Members to Participate Remotely Without Using the Traditional Brown Act Requirements Pursuant to SB 707 (*Motion Requested*)**

Senate Bill 707 significantly amends and modifies key provisions of the Ralph M. Brown Act. The Brown Act requires, with specific exceptions, that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. SB 707 is intended to increase public participation in local government. This action is to conduct a vote on whether to allow Non-Elected Committee Members to participate remotely without using the traditional Brown Act requirements pursuant to SB 707.

Sheri Hanizavareh
Principal Deputy District
Counsel

- 2. Adopt Resolution and Accept Terms and Conditions, Execute Agreement, Recognize Revenue, Transfer Funds, and Reimburse General Fund to Deploy Zero-Emission Municipal Vehicles (*Motion Requested*)**

CARB awarded South Coast AQMD \$35,110,390 for the Transportation Electrification Advancement for Municipalities (TEAM) project to deploy zero-emission municipal vehicles in the South Coast AQMD region under its Advanced Technology Demonstration and Pilot Projects program. The TEAM project is a deployment initiative to address the unique challenges municipalities face in electrifying their fleets. These actions are to: 1) adopt a Resolution and accept grant terms and conditions for TEAM per CARB's Advanced Technology Demonstration and Pilot Projects program solicitation; 2) authorize the Executive Officer to execute and amend the agreement with CARB for

Fan Xu, Ph.D.
Planning & Rules Manager

TEAM; 3) recognize, upon receipt, up to \$35,110,390 from CARB into the GHG Reduction Projects Special Revenue Fund (67); 4) Transfer up to \$10,565,000 from the Clean Fuels Program Fund (31) into the GHG Reduction Projects Special Revenue Fund (67) for cost share; and 5) reimburse the General Fund of up to \$2,449,315 for administrative costs to implement TEAM from the GHG Reduction Projects Special Revenue Fund (67).

3. Execute Contract to Evaluate Emissions from Hydrogen-Fueled Internal Combustion Engines (*Motion Requested*)

Sam Cao, Ph.D.
Planning & Rules Manager

Hydrogen-fueled internal combustion engines represent a lower emission alternative to conventional engines and may play an important role in reducing emissions from the transportation sector. Key advantages of hydrogen engine technology include having mechanical similarity to traditional engines, high efficiency, potential to support hydrogen market growth, and ability to reduce criteria pollutants and greenhouse gas emissions. The University of California, Riverside's Center for Environmental Research and Technology (UCR/CE-CERT), together with the Sacramento Metropolitan Air Quality Management District, and PHINIA, Inc. have proposed a comprehensive research project to evaluate emissions from a prototype hydrogen engine vehicle under both laboratory and real-world operating conditions. This action is to execute a contract with UCR/CE-CERT, in an amount not to exceed \$122,000, from the Clean Fuels Program Fund (31) to evaluate the emissions profile of the hydrogen-fueled internal combustion engine vehicle.

4. Execute Contracts to Develop and Demonstrate Two Repowered Class 6/7 Medium-Duty Battery Electric Trucks (*Motion Requested*)

Sam Cao, Ph.D.
Planning & Rules Manager

Medium-duty trucks are well suited to a broad range of vocational applications and are increasingly transitioning to zero-emission (ZE) technologies. Although several new Class 6/7 ZE truck options are commercially available there is growing demand for a lower-cost alternative. Repowered battery-electric vehicle options can provide a lower-cost alternative compared to original equipment manufacturer ZE trucks. This action seeks authorization to execute a contract with Evolectric, Inc. to develop and demonstrate two repowered Class 6/7 battery electric trucks for refrigeration and high-power utility applications, in an amount not to exceed \$791,674 from the Clean Fuels Program Fund (31).

5. Execute Contracts to Deploy Supporting Infrastructure for Zero-Emission Trucks (*Motion Requested*)

Tom Lee
Planning & Rules Manager

In December 2023, the Board recognized an award of \$76,250,003 from the California State Transportation Agency (CalSTA) under the 2022 Port and Freight Infrastructure Program (PFIP), of which \$35,372,904 was to demonstrate a short-line hydrogen fuel cell locomotive with Wabtec Corporation, and \$40,877,099 was to deploy direct current fast chargers and hydrogen refueling dispensers for heavy-duty trucks with Prologis Mobility, LLC. Recently, Prologis Mobility, LLC. withdrew their projects awarded under this grant and staff has worked with CalSTA to move these funds to other freight infrastructure projects that the South Coast AQMD has received under several program announcements. This action is to execute contracts with Greenlane Infrastructure LLC., Pilot Travel Centers LLC., Zeem Solutions, Long Beach Depot LLC., KRD Logistics, Inc., and Tesla, Inc. to install charging and hydrogen fueling infrastructure, for a total of up to \$38,931,000, from the CalSTA Special Revenue Fund (89), upon CalSTA's final approval.

6. Execute Contracts to Implement INVEST CLEAN Program (*Motion Requested*)

David Chen
Program Supervisor

In July 2024, U.S. EPA awarded South Coast AQMD a Climate Pollution Reduction Grant of nearly \$500 million for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN). In June and August 2025, an RFP for battery electric locomotives and three Program Announcements (PAs), for charging infrastructure, heavy-duty trucks, and cargo handling equipment were released and subsequently closed in December 2025 and January 2026. Projects have been evaluated and eligible projects were selected based on completeness and criteria detailed in the RFP and PAs, with additional consideration of the grant funds' geographical distribution. This action is to execute contracts from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90) to implement INVEST CLEAN in the amount not to exceed \$249,797,891, including up to \$38,397,891 for charging infrastructure deployment, \$20,600,000 for battery electric cargo handling equipment, and \$190,800,000 for battery electric locomotives.

INFORMATIONAL ITEM

7. Jennie Abarca will provide a presentation on the personal experience of a small drayage fleet undergoing electrification highlighting the ownership experience, hurdles, and future outlook.

Jennie Abarca
King Fio Trucking

8. Other Business

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda.

(Gov't. Code Section 54954.2)

9. Public Comment Period

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Committee's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

10. Next Meeting Date

Friday, June 26, 2026 at 12:00 p.m.

ADJOURNMENT

Document Availability

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the agenda is posted, are available by contacting Penny Shaw Cedillo at 909.396.3179, or send the request to pcedillo@aqmd.gov.

Americans with Disabilities Act and Language Accessibility

Disability and language-related accommodations can be requested to allow participation in the Technology Committee meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to South Coast AQMD. Please contact Penny Shaw Cedillo at 909.396.3179 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to pcedillo@aqmd.gov.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Instructions for Participating in a Virtual Meeting as an Attendee

As an attendee, you will have the opportunity to virtually raise your hand and provide public comment.

Before joining the call, please silence your other communication devices such as your cell or desk phone. This will prevent any feedback or interruptions during the meeting.

Please note: During the meeting, all participants will be placed on Mute by the host. You will not be able to mute or unmute your lines manually.

After each agenda item, the Chair will announce public comment.

Speakers may be limited to a total of 3 minutes for the entirety of the consent calendar plus board calendar, and three minutes or less for each of the other agenda items.

A countdown timer will be displayed on the screen for each public comment.

If interpretation is needed, more time will be allotted.

Once you raise your hand to provide public comment, your name will be added to the speaker list. Your name will be called when it is your turn to comment. The host will then unmute your line.

Directions for Video ZOOM on a DESKTOP/LAPTOP:

- If you would like to make a public comment, please click on the **“Raise Hand”** button on the bottom of the screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for Video Zoom on a SMARTPHONE:

- If you would like to make a public comment, please click on the **“Raise Hand”** button on the bottom of your screen.
- This will signal to the host that you would like to provide a public comment and you will be added to the list.

Directions for TELEPHONE line only:

- If you would like to make public comment, please **dial *9** on your keypad to signal that you would like to comment.

COMMITTEE MEETING DATE: May 15, 2026

PROPOSAL: Vote About Whether to Allow Non-Elected Committee Members to Participate Remotely Without Using the Traditional Brown Act Requirements Pursuant to SB 707

SYNOPSIS: Senate Bill 707 significantly amends and modifies key provisions of the Ralph M. Brown Act. The Brown Act requires, with specific exceptions, that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. SB 707 is intended to increase public participation in local government. This action is to conduct a vote on whether to allow Non-Elected Committee Members to participate remotely without using the traditional Brown Act requirements pursuant to SB 707.

RECOMMENDED ACTION:

Vote to allow Non-Elected Committee Members to participate remotely without using the traditional Brown Act requirements pursuant to SB 707.

Wayne Natri
Executive Officer

BTG:lal

Background

Senate Bill 707, signed into law by Governor Newsom brings about sweeping changes to the Ralph M. Brown Act. SB 707 authorizes remote teleconference meetings subject to the requirements of Government Code Section 54953.8 for certain eligible subsidiary bodies, so long as certain other Brown Act requirements are met. This action is to conduct a vote on whether to allow Non-Elected Committee Members to participate remotely without using the traditional Brown Act requirements pursuant to SB 707.

Teleconferencing Proposal

An eligible subsidiary body includes committees or other bodies of the South Coast AQMD, whether permanent or temporary, decisionmaking or advisory, created by charter, ordinance, or formal action of the Governing Board. An eligible subsidiary body cannot be a purely advisory committee composed solely of members of the legislative body that are less than a quorum of that body, except that Standing Committees of the Governing Board, irrespective of their composition, which have

continuing subject matter jurisdiction, or a meeting schedule fixed by charter, ordinance, resolution, or formal action of the Governing Board can be considered eligible subsidiary bodies. For our purposes, an eligible subsidiary body must also serve exclusively in an advisory capacity, is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocation of funds, and can include members who are elected officials, not elected officials, or some combination of both.

An eligible subsidiary body can teleconference without complying with the noticing and posting requirements set forth in Government Code Section 54953(b)(1)-(3) so long as the following requirements are met: (1) the eligible subsidiary body designates one physical meeting location within the boundaries of the South Coast AQMD where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting. At least one staff member of the eligible subsidiary body or the Governing Board shall be present at the physical meeting location during the meeting. The eligible subsidiary body shall post the agenda at the physical meeting location, but need not post the agenda at a remote location; (2) a member of the eligible subsidiary body must visibly appear on camera during the open portion of the meeting that is publicly accessible via internet or other online platform, unless they are subject to exemptions that permit them to appear off camera; (3) the visual appearance of the member on camera may only cease when the appearance would be technologically infeasible; (4) if the member does not appear on camera due to challenges with internet connectivity, they must announce the reason for their nonappearance prior to turning their camera off; and (5) an elected official serving as a member of an eligible subsidiary body in their official capacity shall not participate in a meeting of the eligible subsidiary body by teleconferencing under this new exception and must comply with remote teleconferencing requirements under the Brown Act.

The new teleconferencing authority does not apply to bodies that are authorized to take final action on contracts, or bodies that have primary jurisdiction over the budget, so this shall not apply to the Administrative Committee because it currently has authority to make final approval on contracts for Governing Board Assistants and Consultants and has primary jurisdiction over the budget. This will apply to all other standing and advisory committees, including, but not limited to, the Legislative, Mobile Source, Stationary Source, Technology, Investment Oversight, Personnel, Environmental Justice, Local Government and Small Business Assistance, Board Assistant Briefing, and Young Leaders Advisory Council.

On May 1, 2026, the Governing Board made findings that allowed eligible subsidiary bodies to teleconference under these provisions. These findings provided Non-Elected Members of eligible subsidiary bodies with the opportunity to teleconference pursuant to SB 707. But before members of this eligible subsidiary body can use this teleconferencing option, this body must vote to approve this option.

As mentioned above, however, this provision does not apply to elected officials serving as a member of an eligible subsidiary body in their official capacity. Therefore, it will not apply to a County Supervisor, City Councilmember or Mayor, who has been selected based on that status to serve on the Governing Board. These Governing Board Members would need to comply with the traditional teleconferencing requirements.

Recommended Actions

This action is to vote to allow the Non-Elected Members of this eligible subsidiary body to meet remotely subject to the specific provisions of SB 707.

Attachments

Attachment A: PowerPoint Presentation

Vote to Allow Brown Act Teleconferencing Option Under SB 707

Teleconferencing Changes for Non-Elected Committee Members

Does not apply to Governing Board Meetings.

Does not apply to elected officials serving in an official capacity, but they can still participate in Committees remotely by using the traditional Brown Act Procedures.

Non-elected Committee Members will be able to attend Committees remotely without following the traditional Brown Act Noticing Requirements, including posting at the remote location and posting the remote location's address.

On May 1, 2026, the Governing Board made findings that allowed eligible subsidiary bodies to teleconference under these provisions.

Teleconferencing Changes for Non-Elected Committee Members

Before using this new procedure, a Committee or other subsidiary body must approve the use of teleconferencing by majority vote.

To use the new procedure, the Committee or body must designate a location where members of the public may physically attend, observe, hear, and participate in the meeting.

A member using this process must visibly appear on camera during the open portion of the meeting unless the appearance would be technologically infeasible.

If the member does not appear on camera due to challenges with internet connectivity, they must announce the reason for their nonappearance prior to turning their camera off.

Are there are any questions?

BOARD MEETING DATE: June 5, 2026

AGENDA NO.

PROPOSAL: Adopt Resolution and Accept Terms and Conditions, Execute Agreement, Recognize Revenue, Transfer Funds, and Reimburse General Fund to Deploy Zero-Emission Municipal Vehicles

SYNOPSIS: CARB awarded South Coast AQMD \$35,110,390 for the Transportation Electrification Advancement for Municipalities (TEAM) project to deploy zero-emission municipal vehicles in the South Coast AQMD region under its Advanced Technology Demonstration and Pilot Projects program. The TEAM project is a deployment initiative to address the unique challenges municipalities face in electrifying their fleets. These actions are to: 1) adopt a Resolution and accept grant terms and conditions for TEAM per CARB’s Advanced Technology Demonstration and Pilot Projects program solicitation; 2) authorize the Executive Officer to execute and amend the agreement with CARB for TEAM; 3) recognize, upon receipt, up to \$35,110,390 from CARB into the GHG Reduction Projects Special Revenue Fund (67); 4) Transfer up to \$10,565,000 from the Clean Fuels Program Fund (31) into the GHG Reduction Projects Special Revenue Fund (67) for cost share; and 5) reimburse the General Fund of up to \$2,449,315 for administrative costs to implement TEAM from the GHG Reduction Projects Special Revenue Fund (67).

COMMITTEE: Technology, May 15, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Adopt the attached Resolution and accept the grant terms and conditions for TEAM per the CARB Advanced Technology Demonstration and Pilot Projects program solicitation;
2. Authorize the Executive Officer to execute and amend the agreement with CARB for the TEAM project;
3. Recognize, upon receipt, up to \$35,110,390 from CARB into the GHG Reduction Projects Special Revenue Fund (67);
4. Transfer up to \$10,565,000 from the Clean Fuels Program Fund (31) into the GHG Reduction Projects Special Revenue Fund (67) for TEAM project cost share by South Coast AQMD; and

5. Reimburse the General Fund up to \$2,449,315 for administrative costs to implement the TEAM project from the GHG Reduction Projects Special Revenue Fund (67).

Wayne Natri
Executive Officer

AK:MW:FX:SC:MW

Background

On October 26, 2023, South Coast AQMD submitted a proposal for the Transportation Electrification Advancement for Municipalities (TEAM) project in response to a competitive solicitation of the CARB’s FY 2021-2022 and FY 2022-2023 Advanced Technology Demonstration and Pilot Projects under the “Municipal Green Zone” category. On February 17, 2026, CARB notified South Coast AQMD of the preliminary award of \$35,110,390.

The TEAM project is a deployment initiative to address the unique challenges municipalities face in transitioning to zero-emission fleets. Municipal fleets vary widely in size, purpose, and operational needs and generally have a wide variety of vehicle categories such as refuse trucks, street sweepers, utility trucks, shuttle buses, and emergency vehicles. Many of these are subject to CARB’s Advanced Clean Fleet regulation.

Proposal

The TEAM project will deploy a wide variety of zero-emission municipal vehicles in the South Coast AQMD jurisdiction, as listed in Table 1 below, prioritizing vehicle categories that are in the early deployment stage and/or can generate relatively higher emission reductions. The TEAM Project will also fund chargers to support the deployment, where needed, develop a fleet transition planning guide, and conduct workforce training and community outreach. Up to one year of demonstration will be conducted to assess project performance and identify deployment and operational challenges. The CARB Advanced Technology Demonstration and Pilot Projects (ATDPP) program requires 1:1 match for CARB’s funding, which will be provided by participating municipalities and South Coast AQMD. Staff will solicit participation from counties and cities in the South Coast AQMD jurisdiction. The final vehicle deployment scope will be defined and presented to the Governing Board at a later date.

Table 1: Vehicle Classes and Examples

Vehicle Class	Vehicle Type Examples
2B	Service truck, delivery van
3	Service truck, vocational truck, utility truck
4	Vocational truck, shuttle bus
5	Vocational truck, refuse rear loader
6	Box truck, police command vehicle
7	Vocational truck, box truck
8	Refuse truck, fire truck, semi-truck

Benefits to South Coast AQMD

The TEAM project supports accelerating the deployment of zero-emission vehicles and charging infrastructure, aligning with the emission reduction measures for mobile sources in the 2022 AQMP. Successful completion of the TEAM project will deploy zero-emission vehicles and infrastructure with municipal fleets and further enhancement of workforce on zero-emission technologies to progress towards attainment of NAAQS in the South Coast Air Basin by eliminating PM and NOx emissions from these fleets.

Resource Impacts

The execution of the grant agreement with CARB will include the cost-share contributions presented in Table 2. Total funding for the TEAM project to be received from CARB will not exceed \$35,110,390 to cover vehicle deployment and implementation costs, including up to \$2,449,315 for administrative costs.

Table 2: Funding Sources

Sources	Amount
CARB	\$35,110,390 ^{1,2}
Participating Municipalities	\$44,710,075
South Coast AQMD (<i>requested</i>)	\$10,565,000 ^{3,4}
Total	\$90,385,465

¹ Including \$32,661,075 for projects, and \$2,449,315 for South Coast AQMD administrative cost

² Required match share to the CARB funding is \$35,110,390

³ Funding sources: Clean Fuels

⁴ Potentially reduced by MSRC contribution once approved

Sufficient funds will be available from CARB in the GHG Reduction Projects Special Revenue Fund (67) and the Mobile Source Air Pollution Reduction Fund (23) to execute agreements for the TEAM Project. Sufficient funds are available from the Clean Fuels Program Fund (31) to transfer up to \$10,565,000 for the South Coast AQMD project cost share into the GHG Reduction Projects Special Revenue Fund (67) for the

TEAM Project. The contribution from municipalities participating in the TEAM project is estimated at up to \$44,710,075.

Attachment
Resolution

RESOLUTION NO. xx

A Resolution of the South Coast Air Quality Management District (South Coast AQMD) Board Recognizing Funds and Accepting Grant Funds from the California Air Resources Board (CARB) Advanced Technology Demonstration and Pilot Projects Program

WHEREAS, under Health & Safety Code §40400 et seq., the South Coast Air Quality Management District (South Coast AQMD) is the local agency with the primary responsibility for the development, implementation, monitoring and enforcement of air pollution control strategies, clean fuels programs and motor vehicle use reduction measures; and

WHEREAS, the South Coast AQMD is authorized by Health & Safety Code §§40402, 40440, and 40448.5 to implement programs to reduce transportation emissions, including programs to encourage the use of alternative fuels and zero and low emission vehicles; to develop and implement other strategies and measures to reduce air contaminants and achieve the state and federal air quality standards; and

WHEREAS, the Governing Board has adopted several programs to reduce emissions from on-road and off-road vehicles, as well as emissions from other equipment, including infrastructure, and participated extensively in projects intended to demonstrate new technologies for on-road and off-road vehicles with the intention of reducing emissions of air pollutants; and

WHEREAS, in July 2023, CARB released the Fiscal Year (FY) 2021-22 and FY 2022-23 Advanced Technology Demonstration and Pilot Projects solicitation (“Solicitation”) that included a focus on municipal green zones to support zero-emission projects across a wide range of municipal operations in a city, municipality, or group of cities that currently use combustion technologies; and

WHEREAS, the Solicitation was open to local air districts, California-based public entities (e.g., public agencies, municipalities, counties, cities, special districts), and California-based non-profit organizations; and

WHEREAS, on October 26, 2023, the South Coast AQMD submitted the “California Transportation Electrification Advancement for Municipalities” (TEAM) proposal in response to the Solicitation. The TEAM project aims to deploy and demonstrate zero-emission medium- and heavy- duty vehicles with municipalities, conduct workforce training and community outreach, and collect data; and

WHEREAS, on February 17, 2026, CARB notified South Coast AQMD of the preliminary award of \$35,110,390 for the TEAM project; and

WHEREAS, CARB requires applicants to submit a resolution of its Governing Board prior to execution of the grant agreements that commit the agency to comply with the requirements of the Solicitation, accept the funds, and commit to cost-share provided by South Coast AQMD and its project partners.

THEREFORE, BE IT RESOLVED that the Governing Board, in regular session assembled on June 5, 2026, does hereby accept the TEAM grant award and recognizes up to \$35,110,390 in CARB funds to deploy and demonstrate zero emission municipal vehicles and supporting chargers, and conduct workforce training and public outreach.

BE IT FURTHER RESOLVED that the Governing Board agrees to comply with the terms in the FY 2021-22 and FY 2022-23 Grant Solicitation for the Advanced Technology Demonstration and Pilot Projects program and commits to a total cost share of up to \$55,275,075, including up to \$10,565,000 from South Coast AQMD, and up to \$44,710,075 from its project partners at the time that South Coast AQMD executes grant agreements with CARB.

BE IT FURTHER RESOLVED that the Executive Officer is authorized and directed to take all steps necessary to carry out this Resolution, including making modifications to the grant agreements with CARB, as needed, to implement the TEAM Project.

Date

Faye Thomas, Clerk of the Board

Adopt Resolution and Accept Terms and Conditions, Execute Agreement, Recognize Revenue, Transfer Funds, and Reimburse General Fund to Deploy Zero-Emission Municipal Vehicles

Fan Xu

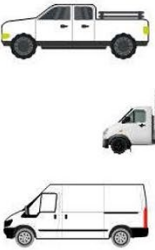

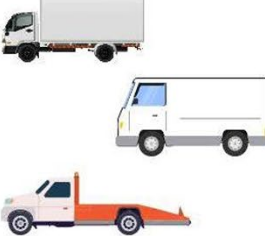




Background

- October 2023, submitted a proposal under CARB's Advanced Technology Demonstration and Pilot Projects program
 - TEAM: Transportation Electrification Advancement for Municipalities
 - Supporting the “Municipal Green Zones” category
 - Partnering with municipalities for deployment
 - Minimum 50% cost share
- February 2026, the preliminary award of \$35,110,390



Proposal

- Deployment and demonstration of zero-emission municipal vehicles (ACF and emergency vehicles) with participating local counties and cities
- Deployment of chargers supporting the vehicles
- Collection of performance and operation data collection
- Fleet transition planning guide
- Workforce training

Weight Class	Class 2b	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8
Example Vehicles							
GVWR	8,500 – 10,000 lb 3,856 – 4,536 kg	10,001 – 14,000 lb 4,536 – 6,350 kg	14,001 – 16,000 lb 6,351 – 7,257 kg	16,001 – 19,500 lb 7,258 – 8,845 kg	19,501 – 26,000 lb 8,846 – 11,793 kg	26,001 – 33,000 lb 11,794 – 14,969 kg	> 33,000 lb > 14,969 kg

Vehicle Class	Vehicle Type Examples
2B	Service truck, delivery van
3	Service truck, vocational truck, utility truck
4	Vocational truck, shuttle bus
5	Vocational truck, refuse rear loader
6	Box truck, police command vehicle
7	Vocational truck, box truck
8	Refuse truck, fire truck, semi truck

Proposed Project Funding

Sources	Amount
CARB	\$35,110,3901 ^{1,2}
Participating Municipalities	\$44,710,075
South Coast AQMD and MSRC (requested)	\$10,565,000 ^{3,4}
Total	\$90,385,465

¹ Including \$32,661,075 for projects, and \$2,449,315 for South Coast AQMD admin cost

² 1:1 or \$35,110,3901 cost share required

³ Funding sources: Clean Fuels

⁴ Potentially reduced with MSRC contribution once approved

Summary of Recommended Actions

- Adopt the resolution required by CARB
- Execute the agreement with CARB
- Recognize up to \$35,110,390 in revenue into Fund (67)
- Transfer up to \$10,565,000 from the Clean Fuels Program Fund (31) into Fund (67) for South Coast AQMD cost share
- Reimburse the General Fund up to \$2,449,315 for administrative costs



BOARD MEETING DATE: June 5, 2026

AGENDA NO.

PROPOSAL: Execute Contract to Evaluate Emissions from Hydrogen-Fueled Internal Combustion Engines

SYNOPSIS: Hydrogen-fueled internal combustion engines represent a lower emission alternative to conventional engines and may play an important role in reducing emissions from the transportation sector. Key advantages of hydrogen engine technology include having mechanical similarity to traditional engines, high efficiency, potential to support hydrogen market growth, and ability to reduce criteria pollutants and greenhouse gas emissions. The University of California, Riverside's Center for Environmental Research and Technology (UCR/CE-CERT), together with the Sacramento Metropolitan Air Quality Management District, and PHINIA, Inc. have proposed a comprehensive research project to evaluate emissions from a prototype hydrogen engine vehicle under both laboratory and real-world operating conditions. This action is to execute a contract with UCR/CE-CERT, in an amount not to exceed \$122,000, from the Clean Fuels Program Fund (31) to evaluate the emissions profile of the hydrogen-fueled internal combustion engine vehicle.

COMMITTEE: Technology, May 15, 2026; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute a contract with the University of California, Riverside's Center for Environmental Research and Technology (UCR/CE-CERT) to assess emissions and performance characteristics of a hydrogen-fueled internal combustion engine in an amount not to exceed \$122,000 from the Clean Fuels Program Fund (31).

Wayne Natri.
Executive Officer

Background

The combustion fossil fuel in conventional engines remains a significant source of criteria pollutants in the South Coast Air Basin. Due to the high cost and complexities associated with the transition of fleets to zero-emissions, the transportation sector still relies heavily on traditional gasoline and diesel-fueled engines. Hydrogen-fueled engines retain the familiarity of conventional engines while offering the potential to achieve ultra-low NO_x and VOC emissions, with the additional benefit of zero carbon emissions. Their use can also potentially help increase additional demand for hydrogen as transportation fuel, which may in turn support the broader deployment of other hydrogen-dependent applications. The use of hydrogen-fueled engines is not a new concept, as several early studies have demonstrated that a hydrogen-fueled engine can achieve low emissions. Recently, there has been renewed interest in hydrogen-fueled engines with technological advancements that could achieve both ultra-low emissions and high efficiency similar to conventional engines.

PHINIA Inc., a global automotive components provider, is developing a hydrogen fuel injection system to help meet current and future applicable emissions regulations in the automotive industry. PHINIA Inc. engineered a diesel engine to run on hydrogen fuel that can transfer to medium- and heavy-duty applications to meet the most stringent emissions standards while maintaining high efficiency. To better understand its real-world emissions and efficiency, assessing any adverse NO_x and PM impact in the application of hydrogen-fueled engines is crucial. The proposed study will help to understand the efficiency and emission impacts from a hydrogen-fueled engine. Results from this study will provide an understanding of how recent advancements in hydrogen-fueled engines may benefit the South Coast Air Basin and assist in advancing its clean air goals.

Proposal

UCR/CE-CERT will evaluate emissions on a prototype hydrogen-fueled engine installed in a Stellantis delivery van chassis. The van has been converted by PHINIA to run on hydrogen with a new fueling system and vehicle calibrations to meet the most stringent emissions and efficiency standards. The vehicle will undergo laboratory testing at UCR/CE-CERT's Light-Duty Laboratory Chassis Dynamometer where it will be exercised over the standard certification test cycles under controlled laboratory conditions. In addition to the regulated pollutants, UCR/CE-CERT will investigate driving and engine operating conditions that may potentially affect the formation of particulate emissions.

In addition to the laboratory testing, the vehicle will undergo on-road emissions testing using the latest gaseous and PM portable emissions measurement systems

provided in-kind by AVL Test Systems, Inc. and Sensors, Inc. To replicate real-world driving scenarios, the on-road testing will perform routes that will have urban (city), rural, and highway driving, along with elevation changes throughout the South Coast Air Basin. UCR/CE-CERT will be also working with Sacramento Metropolitan Air Quality Management District to conduct similar on-road testing in the Sacramento area. PHINIA will provide the necessary engineering support as well as the hydrogen fuel required for this study.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for sole source award is made under provision B.2.d.: Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interests of the South Coast AQMD. Specifically, these circumstances are B.2.d.(8): Research and development efforts with educational institutions or nonprofit organizations.

Benefits to South Coast AQMD

To achieve National Ambient Air Quality Standards and protect public health, NOx and PM emission reductions are needed from mobile sources. This proposed project can also have co-benefits of reducing GHG emissions. The proposed study will help to better understand the air quality and public health impact of the latest hydrogen-fueled internal combustion engine. Supporting the expanded application of hydrogen in the commercial and industrial sector is consistent with the Technology Advancement Office Clean Fuels Program 2026 Plan Update under the category of “Conduct Emission Studies on Biofuels, Alternative Fuels and Other Related Environmental Impacts” and the 2022 AQMP. This study focuses on evaluating the efficiency of a prototype hydrogen-fueled ICE in the transportation sector while investigating air quality and health impacts.

Resource Impacts

South Coast AQMD’s support for the evaluation of emissions of hydrogen-fueled engines with UCR/CE-CERT shall not exceed \$122,000 from the Clean Fuels Program Fund (31).

Funding Source	Funding Amount	Percent
PHINIA Inc. (In-Kind)	\$70,000	23%
AVL Test Systems, Inc. (In-Kind)	\$30,000	10%
Sensors, Inc. (In-Kind)	\$30,000	10%
Sacramento Metropolitan AQMD*	\$57,745	18%
South Coast AQMD (<i>requested</i>)	\$122,000	39%
Total	\$309,745	100%

***Pending final approval**

Sufficient funds are available from the Clean Fuels Program Fund (31), established as a special revenue fund resulting from the state-mandated Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

AGENDA ITEM #3

Execute Contract to Evaluate Emissions from Hydrogen-Fueled Internal Combustion Engines

Sam Cao

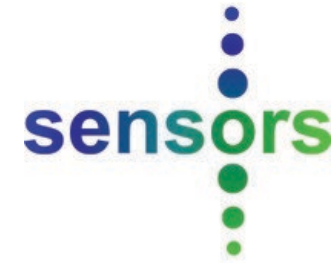
Background

- Hydrogen-fueled internal combustion engines represent a low emission engine compared to conventional engines:
 - Mechanical similarities to traditional engines
 - Potential for lower emission
 - Potential to support additional growth in hydrogen fuel demand
- Recent Hydrogen engine advancements warrant new studies to evaluate emissions and efficiency



UCR/CE-CERT Proposal

- Evaluate emissions and efficiency of a prototype hydrogen-fueled internal combustion engine vehicle
 - Conduct laboratory chassis dynamometer testing over U.S. standard certification cycle
 - Perform on-road testing over routes in Basin using latest portable emissions measurement systems (AVL & Sensors)
- Sacramento Metro AQMD to conduct similar on-road testing



Resource Impacts – UCR/CE-CERT Proposal

Proposed Funding Source	Funding Amount	Project %
PHINIA, Inc. (in-kind)	\$70,000	23%
AVL Test Systems, Inc. (in-kind)	\$30,000	10%
Sensors, Inc. (in-kind)	\$30,000	10%
Sacramento Metropolitan AQMD*	\$57,745	18%
<i>South Coast AQMD (requested for UCR/CE-CERT)</i>	<i>\$122,000</i>	<i>39%</i>
<u>Total Project Cost</u>	<u>\$309,745</u>	<u>100%</u>

*pending final approval

Summary of Recommended Action

Authorize the Executive Officer to execute a contract with UCR/CE-CERT to assess emissions and performance characteristics of hydrogen-fueled internal combustion engines in an amount not to exceed \$122,000 from the Clean Fuels Program Fund (31)

BOARD MEETING DATE: June 5, 2026

AGENDA NO.

PROPOSAL: Execute Contracts to Develop and Demonstrate Two Repowered Class 6/7 Medium-Duty Battery Electric Trucks

SYNOPSIS: Medium-duty trucks are well suited to a broad range of vocational applications and are increasingly transitioning to zero-emission (ZE) technologies. Although several new Class 6/7 ZE truck options are commercially available there is growing demand for a lower-cost alternative. Repowered battery-electric vehicle options can provide a lower-cost alternative compared to original equipment manufacturer ZE trucks. This action seeks authorization to execute a contract with Evolectric, Inc. to develop and demonstrate two repowered Class 6/7 battery electric trucks for refrigeration and high-power utility applications, in an amount not to exceed \$791,674 from the Clean Fuels Program Fund (31).

COMMITTEE: Technology, May 15, 2026; Recommend for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute a contract with Evolectric, Inc. to develop and demonstrate two repowered Class 6/7 battery electric trucks for both refrigeration and high-powered utility applications in an amount not to exceed \$791,674 from the Clean Fuels Program Fund (31).

Wayne Natri
Executive Officer

AK:MW:VP:SC

Background

Medium-duty trucks are well suited for a wide range of vocational applications, including last-mile delivery, retail logistics, refrigerated transport, and utility and service fleet operations. Although new zero-emission (ZE) medium-duty battery electric trucks are commercially available, there remains a need for a lower-cost ZE option with flexible powertrain and body configurations that can accommodate this broad range of

applications. ZE repowered trucks, such as those being developed by Evolectric, Inc. (Evolectric), offer a practical near-term solution. Repowering existing diesel trucks to battery-electric eliminates tailpipe emissions while avoiding the substantially higher cost of full vehicle replacement. Evolectric's repower approach can be adapted to meet the powertrain requirements of a range of vocational applications, offering a streamlined, one-stop solution. The company has already demonstrated technical feasibility of this approach and is currently repowering Class 4/5 trucks on the Isuzu platform.

Proposal

Evolectric proposes to develop and demonstrate two repowered Class 6/7 medium-duty battery electric trucks based on the widely used Freightliner M2 platform. For the first vehicle, Evolectric will partner with Sonsray Fleet Services, a division of Sonsray, Inc., to develop a repowered configuration featuring a ZE transportation refrigeration unit (TRU) powered by the truck's main battery pack. The second vehicle will incorporate Evolectric's electric Power Take-Off (ePTO) system, also powered by the main battery pack, to serve high-power-demand vocational applications such as towing, roll-off, and bucket truck operations. SBR Express, Inc. (SBR) and TCI Transportation Services, Inc. (TCI) have each agreed to conduct a six-month pilot deployment, evaluation, and data collection effort. Both vehicles will also include vehicle-to-grid (V2G) capability and support University of California, Riverside College of Engineering - Center for Environmental Research and Technology's (UCR/CE-CERT) Sustainable Integrated Grid Initiative research.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four principal provisions under which a sole source award may be justified. The request for a sole source award for the Evolectric contract is made pursuant to Provision B.2.d.(1), which applies to projects involving cost sharing by multiple sponsors. The proposed project includes cost share contributions from Evolectric, SBR, TCI and UCR/CE-CERT.

Benefits to South Coast AQMD

The South Coast Air Basin is designated as an "extreme" nonattainment area for ozone under the Federal Clean Air Act. Successful development and demonstration of repowered Class 6/7 trucks will support increased adoption of ZE vehicles and help reduce ozone and PM2.5 air pollution. The project aligns with the Technology Advancement Office Clean Fuels Program 2026 Plan Update under the "*Electric/Hybrid Technologies*" category.

Resource Impacts

The proposed project to develop repowered Class 6/7 trucks has a total cost of \$1,317,674. South Coast AQMD's contribution to this project shall not exceed \$791,674 from the Clean Fuels Program Fund (31).

Funding Source	Funding Amount	Percent
Evoelectric	\$375,000	28
SBR/TCI	\$76,000	6
UCR/CE-CERT	\$75,000	6
South Coast AQMD (<i>requested</i>)	\$791,674	60
Total	\$1,317,674	100%

Sufficient funds are available from the Clean Fuels Program Fund (31), which was established as a special revenue fund resulting from the state-mandated Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

Execute Contracts to Develop and Demonstrate Two Repowered Class 6/7 Medium-Duty Battery Electric Trucks

Sam Cao

Background

- Lower –cost zero emission(ZE) medium-duty trucks are not widely available
- Repowering trucks by replacing the diesel engine with a ZE powertrain has lower upfront cost than purchasing a new vehicle
- Evolectric has shown commercial viability for repowered Class 4/5 Isuzu trucks
- No repower option currently exists for the Class 6/7 trucks



Proposal

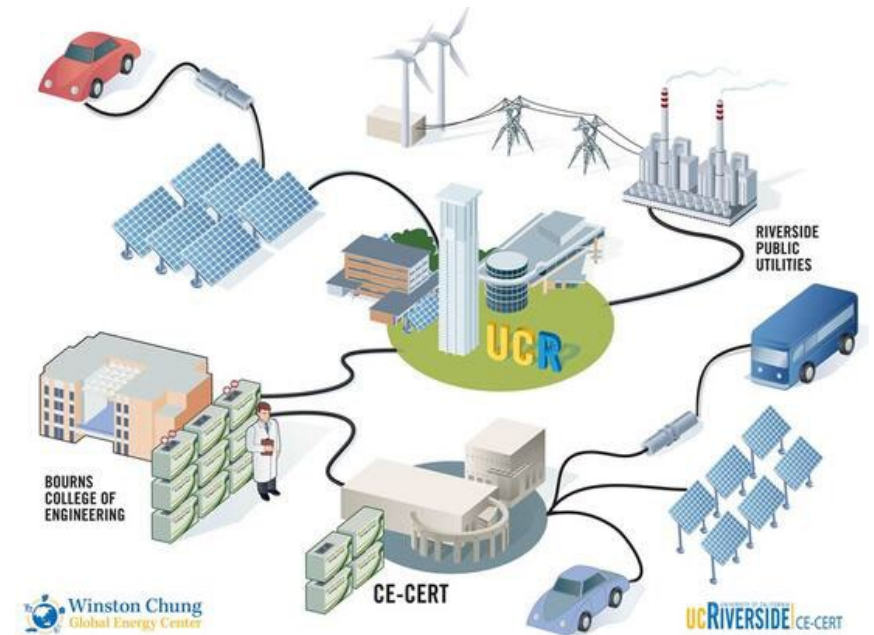
Evolectric will develop and demonstrate two repowered Class 6/7 trucks on a Freightliner M2 platform:

- First truck: ZE Transport Refrigeration Unit (TRU) truck with Sonsray
 - Repower a conventional TRU to ZE and powered by main battery pack
- Second truck: ZE high power demand application, such as a tow truck



Proposal -continued

- Six-month pilot demonstration
 - TCI Transportation (Downtown LA and Fontana) - existing Evolectric customers and looking for Class 6 option
 - SBR Express (Ontario) – last mile delivery
- Vehicle-to-grid demonstration with UCR/CE-CERT
 - On-going Sustainable Integrated Grid Initiative Research
 - Bidirectional EV charging, microgrid energy management, mobile microgrids



Resource Impacts

Proposed Funding Source	Funding Amount	Project %
Evolectric	\$375,000	28%
SBR/TCI	\$76,000	6%
UCR-CERT	\$75,000	6%
<i>South Coast AQMD (requested)</i>	<i>\$791,674</i>	<i>60%</i>
<u>Total Project Cost</u>	<u>\$1,317,674</u>	<u>100%</u>

Summary of Recommended Action

Authorize the Executive Officer to execute a contract with Evolectric, Inc. to develop and demonstrate two repowered Class 6/7 battery electric trucks for both refrigeration and high-powered utility applications in an amount not to exceed \$791,674 from the Clean Fuels Program Fund (31)

BOARD MEETING DATE: June 5, 2026

AGENDA NO.

PROPOSAL: Execute Contracts to Deploy Supporting Infrastructure for Zero-Emission Trucks

SYNOPSIS: In December 2023, the Board recognized an award of \$76,250,003 from the California State Transportation Agency (CalSTA) under the 2022 Port and Freight Infrastructure Program (PFIP), of which \$35,372,904 was to demonstrate a short-line hydrogen fuel cell locomotive with Wabtec Corporation, and \$40,877,099 was to deploy direct current fast chargers and hydrogen refueling dispensers for heavy-duty trucks with Prologis Mobility, LLC. Recently, Prologis Mobility, LLC. withdrew their projects awarded under this grant and staff has worked with CalSTA to move these funds to other freight infrastructure projects that the South Coast AQMD has received under several program announcements. This action is to execute contracts with Greenlane Infrastructure LLC., Pilot Travel Centers LLC., Zeem Solutions, Long Beach Depot LLC., KRD Logistics, Inc., and Tesla, Inc. to install charging and hydrogen fueling infrastructure, for a total of up to \$38,931,000, from the CalSTA Special Revenue Fund (89), upon CalSTA's final approval.

COMMITTEE: Technology, May 15, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Chair to execute five contracts from the California State Transportation Agency (CalSTA) Special Revenue Fund (89) with:

1. Greenlane Infrastructure LLC., for up to \$17,450,000 to deploy charging infrastructure;
2. Pilot Travel Centers LLC., for up to \$7,000,000 to deploy hydrogen fueling infrastructure;
3. Zeem Solutions Long Beach Depot LLC., for up to \$7,475,000 to deploy charging infrastructure;
4. KRD Logistics, Inc., for up to \$4,000,000 to deploy charging infrastructure; and

5. Tesla, Inc., for up to \$3,000,000 to deploy charging infrastructure

Wayne Natri
Executive Officer

AK:MW:TL

Background

To achieve National Ambient Air Quality Standards for ozone, the 2022 AQMP included measures that focused on the deployment of zero-emission (ZE) infrastructure to enable the widespread adoption of ZE vehicles and equipment. In December 2023, the Board recognized an award of \$76,250,003, which included project and administrative funds, from the California State Transportation Agency (CalSTA) under the 2022 Port and Freight Infrastructure Program (PFIP) and approved execution of contracts with Wabtec Corporation and Prologis Mobility, LLC to deploy a fuel cell locomotive and install chargers and hydrogen fueling dispensers at seven locations. Neither contract was executed as both Wabtec Corporation and Prologis Mobility, LLC withdrew.

In May 2026, the Board approved the replacement of the Wabtec Corporation fuel cell locomotive demonstration project with the deployment of four ship assist tugboats from Arc Boat Company. Recently, Prologis Mobility LLC also withdrew their CalSTA/PFIP project after determining that they would not meet CalSTA/PFIP deadlines. Subsequently, proposals were received under the INVEST CLEAN and Carl Moyer solicitations, which were evaluated and found to meet PFIP funding criteria, and are expected to be completed by the end of 2027.

Proposal

Staff proposes to execute contracts with the following five entities to construct and deploy ZE charging and fueling infrastructure using the PFIP grant. The project details are described below:

Greenlane Infrastructure, LLC (Greenlane)

Greenlane is an industry leader in providing publicly accessible electric-vehicle charging centers exclusively for medium- and heavy-duty ZE vehicles. Greenlane's electric infrastructure projects are part of a megawatt corridor charging network for Class 4-8 trucks that seek to close the gap in truck charging infrastructure in Southern California. Three public charging locations at the Port of Long Beach, Colton, and Blythe were selected that support drayage and long-haul goods movement trucks at major trade corridors. These charging stations will be equipped with a combination of 1.2 megawatt and 560kW chargers. The Blythe station will serve as a critical connecting hub on the Interstate 10 corridor, linking Southern California with the logistic hub in Phoenix, Arizona.

Location	Project Detail	CalSTA Award	Other Cost Share	Total Project Cost
Blythe	5 Chargers (400-1,200kW)	\$6,060,000	43%	\$10,637,000
Port of Long Beach	6 Chargers (400-1,200kW)	\$2,000,000	59%	\$4,844,000
Colton	2 Chargers (840-1200kW), 4MWH battery storage, 830kWDC Solar	\$8,396,000	22%	\$12,091,000

Pilot Travel Centers LLC (Pilot)

Pilot is a leading fuel provider with more than 60 years of experience in the design, construction, and operation of large-scale medium-heavy duty fueling facilities and is committed to providing ZE infrastructure to encourage advancements in clean transportation. Pilot will construct a publicly accessible hydrogen fueling station in Rialto, California for medium- and heavy-duty trucks. The hydrogen station will have two hydrogen dispensers, which will be on the same parcel of land as a newly built Pilot truck stop facility.

Location	Project Detail	CalSTA Award	Other Cost Share	Total Project Cost
Rialto	2 Hydrogen Dispensers	\$7,000,000	40% ¹	\$11,703,000

¹ Cost Share includes \$3,000,000 from MSRC to co-fund with CalSTA.

Zeem Solutions Long Beach Depot LLC (Zeem)

Zeem is a company focused on advancing electrification in commercial transportation, particularly for medium- and heavy-duty fleet operators. Zeem will deploy an additional twelve chargers to its existing Port of Long Beach charging site to expand capacity, enhance operational efficiency, and support the growing demand for ZE fleet operations. Zeem’s charging site is a shared private charging site that will be publicly accessible to fleet operators that enter into a service agreement with Zeem.

Location	Project Detail	CalSTA Award	Other Cost Share	Total Project Cost
Port of Long Beach	12 Chargers (600-1,200kW)	\$7,475,000	33%	\$11,144,000

KRD Logistics, Inc. (KRD Logistics)

KRD Logistics is a transportation and logistics provider that supports the movement of goods through a range of freight and distribution services. KRD Logistics will deploy two shared-private electric vehicle charging sites in Long Beach. These locations will be publicly accessible to fleet operators that enter into a service agreement with KRD Logistics.

Location	Project Detail	CalSTA Award	Other Cost Share	Total Project Cost
32 nd St, Long Beach	4 Chargers (400-1,200 kW)	\$1,000,000	64%	\$2,763,000
Cota Ave, Long Beach	9 Chargers (400-1,200 kW)	\$3,000,000	46%	\$5,584,000

Tesla, Inc.

Tesla’s Superchargers are strategically located along major highways and in urban centers, offering high-speed direct current (DC) charging that significantly reduces recharge times. Tesla, Inc. will deploy two publicly accessible electric vehicle charging sites in Gardena and Bloomington to support medium- and heavy-duty truck charging.

Location	Project Detail	CalSTA Award	Other Cost Share	Total Project Cost
Gardena	12 chargers (600kW)	\$1,000,000	9%	\$1,102,000
Bloomington	18 Chargers (600 kW)	\$2,000,000	8%	\$2,166,000

Benefits to South Coast AQMD

The South Coast Air Basin is classified as an extreme nonattainment area for ozone under the federal Clean Air Act. The ZE infrastructure will encourage ZE fleet turnover and will add publicly accessible charging and hydrogen fueling at key trade corridors for existing and future ZE fleets. Successful deployment of heavy duty ZE trucks will significantly reduce NOx, ozone, and PM2.5 pollution. The eight charging stations and one hydrogen station will reduce 66 tons of NOx emissions, 0.56 tons of PM emissions, and 17,595 tons of carbon dioxide emissions, annually.

Resource Impacts

The contracts with Greenlane, Pilot, Zeem, KRD Logistics, and Tesla will not exceed \$38,931,000 from the CalSTA Special Revenue Fund (89). A summary of the CalSTA allocations is provided in the table below.

Partner	CalSTA Amount
Greenlane	\$17,456,000
Pilot	\$7,000,000
Zeem	\$7,475,000
KRD Logistics	\$4,000,000
Tesla	\$3,000,000
Total	\$38,931,000



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Agenda Item #5

EXECUTE CONTRACTS TO DEPLOY SUPPORTING
INFRASTRUCTURE FOR ZERO-EMISSION TRUCKS

TOM LEE

BACKGROUND

- In December 2023, the Board recognized \$76 million award from CalSTA's Port and Freight Infrastructure Program (PFIP)
 - Of which \$40M for Zero-Emission Infrastructure
 - Prologis to develop 7 public hubs for charging and hydrogen infrastructure supporting zero emission trucks
 - Prologis withdrew from all 7 projects
- Greenlane Infrastructure, Pilot Travel Center, Tesla, Zeem Solutions, KRD Logistics subsequently submitted proposals to South Coast AQPM D solicitations (Carl Moyer/INVEST CLEAN)
 - Projects able to be developed within PFIP grant timeline



PROPOSAL & PROJECT COSTS – ZERO EMISSION MEDIUM & HEAVY-DUTY INFRASTRUCTURE

Partner	Site	Project Detail	CALSTA Amount	Other Cost Share	Total Project Cost
Greenlane	Blythe	5 Chargers (400-1,200kW)	\$6,060,000	43%	\$10,637,000
	Port of Long Beach	6 Charger (400-1,200kW)	\$2,000,000	59%	\$4,844,000
	Colton	2 Chargers (840-1,200kW), 4MWH BESS, 830kWDC Solar	\$9,396,000	22%	\$12,091,000
Pilot*	Rialto	2 Hydrogen Dispensers	\$7,000,000	40%	\$11,703,000
Zeem	Port of Long Beach	12 Chargers (600-1,200kW)	\$7,475,000	33%	\$11,144,000
KRD Logistics	32nd St, Long Beach	4 Chargers (400-1,200kW)	\$1,000,000	64%	\$2,763,000
	Cota Ave, Long Beach	9 Chargers (400-1,200kW)	\$3,000,000	46%	\$5,584,000
Tesla	Gardena	12 chargers (600kW)	\$1,000,000	9%	\$1,102,000
	Bloomington	18 Chargers (600kW)	\$2,000,000	8%	\$2,166,000
Total		68 Chargers, 2 hydrogen dispensers	\$38,931,000		\$62,034,000

*MSRC is co-funding \$3,000,000 for Pilot project

BENEFITS – ZERO EMISSION MEDIUM & HEAVY-DUTY INFRASTRUCTURE

- Total charging capacity of >30MW distributed across 8 sites using both Megawatt Charging System and Combined Charging System chargers
- Two hydrogen dispensers located at major logistic hub
- Support drayage and long-haul goods movement truck operations
- Annual Emission Reductions
 - 66 tons of NOx
 - 0.56 tons of PM
 - 17,595 tons of carbon dioxide

SUMMARY OF RECOMMENDED ACTIONS

Authorize the Chair to execute the following contracts for a total of \$38,931,000 from Fund (89):

- Greenlane for \$17,456,000 for 3 charging stations
- Pilot Travel Center for \$7,000,000 for a hydrogen refueling station
- Zeem for \$7,475,000 for 1 charging station
- KRD Logistics for \$4,000,000 for 2 charging stations
- Tesla for \$3,000,000 for 2 charging stations

BOARD MEETING DATE: June 5, 2026 AGENDA NO.

PROPOSAL: Execute Contracts to Implement INVEST CLEAN Program

SYNOPSIS: In July 2024, U.S. EPA awarded South Coast AQMD a Climate Pollution Reduction Grant of nearly \$500 million for the Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN). In June and August 2025, an RFP for battery electric locomotives and three Program Announcements (PAs), for charging infrastructure, heavy-duty trucks, and cargo handling equipment were released and subsequently closed in December 2025 and January 2026. Projects have been evaluated and eligible projects were selected based on completeness and criteria detailed in the RFP and PAs, with additional consideration of the grant funds' geographical distribution. This action is to execute contracts from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90) to implement INVEST CLEAN in the amount not to exceed \$249,797,891, including up to \$38,397,891 for charging infrastructure deployment, \$20,600,000 for battery electric cargo handling equipment, and \$190,800,000 for battery electric locomotives.

COMMITTEE: Technology, May 15, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Executive Officer to execute contracts to implement INVEST CLEAN in an amount not to exceed \$249,797,891 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90) as follows:

1. Up to \$38,397,891 for charging infrastructure deployment as listed in Table 1;
2. Up to \$20,600,000 for battery electric cargo handling equipment as listed in Table 2; and

3. Up to \$190,800,000 for battery electric locomotives as listed in Table 3.

Wayne Nastri
Executive Officer

AK:MW:TL:FX:DC

Background

The Inflation Reduction Act (Public Law 117-169) created the U.S. EPA Climate Pollution Reduction Grant (CPRG) program to provide \$4.6 billion in grants to states, local governments, tribes, and territories to develop climate action plans and to implement projects to reduce GHG emissions, criteria pollutants, and hazardous air pollution. CPRG required regional cooperation within Metropolitan Statistical Areas (MSA) and encouraged multi-jurisdictional partnerships for both planning and implementation efforts.

In April 2024, South Coast AQMD submitted the regional CPRG proposal entitled Infrastructure, Vehicles, and Equipment Strategy for Climate, Equity, Air Quality, and National Competitiveness (INVEST CLEAN). INVEST CLEAN is an initiative to help transform the Southern California goods movement corridor to zero-emission (ZE) technology by implementing four measures to replace Class 8 trucks, cargo handling equipment, deploy locomotives, and install charging infrastructure. The INVEST CLEAN geographic region spans the Los Angeles – Long Beach – Anaheim and Riverside – San Bernardino – Ontario MSAs.

In July 2024, U.S. EPA awarded South Coast AQMD the full proposal request of \$499,997,415 for INVEST CLEAN, which is the largest CPRG award out of the 25 projects funded nationwide. INVEST CLEAN is a transformational initiative aimed at overcoming barriers to transitioning the Southern California goods movement and logistics corridor to ZE technologies. The Project includes four measures, which are:

- (1) Heavy Duty Charging Infrastructure Deployment Incentive Program: install electrical charging equipment for heavy-duty trucks.
- (2) Battery Electric Freight Vehicle Deployment Incentive Program: replacement of Class 8 trucks with battery electric trucks.
- (3) Battery Electric Cargo Handling Equipment (CHE) Deployment Incentive Program: replacement of yard tractors and top handlers with battery electric units.
- (4) Battery Electric Locomotive Pilot Program: replacement of switcher locomotives with battery electric switchers and the installation of supporting infrastructure.

In June and August 2025, an RFP for Battery Electric Locomotives and Program Announcements (PAs) for Charging Infrastructure, Battery Electric Freight Trucks, and Cargo Handling Equipment were released and subsequently closed in December 2025 and January 2026. The Locomotives RFP generated approximately \$371 million in grant proposals. The three PAs generated approximately \$315 million in grant applications.

All the applications received have been evaluated in accordance with the RFP and PAs. The projects were selected based on their ability to meet eligibility requirements and scoring criteria, emission reduction goals, and balanced geographic distribution to the two MSAs.

Proposal

Staff is proposing to award up to \$249,797,891 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90) as follows:

Charging Infrastructure Deployment Awards (Table 1):

Staff recommends awarding the projects listed in Table 1, in an amount up to \$38,397,891 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90). The projects listed in Table 1 are based on project readiness, readiness in demonstrating compliance with federal, state, and local laws, location meeting goods movement charging needs, projected utilization, public accessibility, and reasonableness of cost. There are sufficient funds allocated for charging infrastructure measures; therefore, applications submitted by the application deadline that remain will continue to be evaluated and may be awarded if deemed eligible and complete for a later award.

Battery Electric Cargo Handling Equipment Awards (Table 2):

Staff recommends awarding the projects listed in Table 2, for up to \$20,600,000, from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90). The projects listed in Table 2 are distributed based on the applications received to target areas most heavily impacted by goods movement, while ensuring geographic distribution to balance funding across the two MSAs.

Battery Electric Locomotive Awards (Table 3):

Staff recommends funding the projects listed in Table 3, in an amount up to \$190,800,000 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90). The projects listed in Table 3 are based on cost-effectiveness, project approach and implementation, readiness of supporting infrastructure, strategy to achieve on-going reductions, impact on sensitive receptors, emission reduction plan/methodology, applicant experience with battery-electric technology, and proposal completeness.

Back Up List (Table 4):

Staff recommends that the projects listed in Table 4 be used as back up projects in the event project(s) fall through and cannot be implemented. The back up list includes projects in an amount up to \$72,401,117.

Recommended awards for proposals received under the Battery Electric Freight Vehicle (Measure 2) PA will be identified in a future Board action.

Geographic distribution

Based on the recommended awards, there is a geographic distribution of 45.81% and 54.19% of awarded funds in the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario MSA territories, respectively.

Benefits to South Coast AQMD

The projects identified in this Board letter will achieve emission reductions beyond existing rules and regulations and will occur throughout their lifetimes, yielding long-term emission reductions and public health benefits. Recommended awards are estimated to result in annual emission reduction of 586 tons/year of NOx, 14 tons/year of PM2.5, and 15 tons/year of diesel particulate matter (DPM).

Resource Impacts

Funding for these eligible projects will not exceed \$ 249,797,891 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90).

RFP/PA	Total Funds Awarded
Charging Infrastructure Deployment (Measure 1)	\$38,397,891
Battery Electric Cargo Handling Equipment (Measure 3)	\$20,600,000
Battery Electric Locomotive (Measure 4)	\$190,800,000
Total	\$ 249,797,891

Attachments

- Table 1: Charging Infrastructure Deployment Awards;
- Table 2: Battery Electric Cargo Handling Equipment Awards; and
- Table 3: Battery Electric Locomotive Awards
- Table 4: Backup List

Table 1 - Charging Infrastructure Deployment Awards (Measure 1)*

Company Name	Award Amount**	MSA
SGX Construction Services, Inc.	\$ 2,520,000	Los Angeles-Long Beach-Anaheim, CA
WattEV California Inc.	\$ 7,559,997	Riverside-San Bernardino-Ontario, CA
San Bernardino International Airport, Inc.	\$ 1,095,501	Riverside-San Bernardino-Ontario, CA
West Basin Container Terminal LLC	\$ 4,452,000	Los Angeles-Long Beach-Anaheim, CA
County of Orange (OC Waste & Recycling)	\$ 756,000	Los Angeles-Long Beach-Anaheim, CA
EV Mega Fast Charge LLC	\$ 4,536,000	Riverside-San Bernardino-Ontario, CA
Prologis Mobility LLC	\$ 282,870	Los Angeles-Long Beach-Anaheim, CA
Prologis Mobility LLC	\$ 1,181,664	Riverside-San Bernardino-Ontario, CA
Village Fuel Stop, Inc.	\$ 1,963,833	Los Angeles-Long Beach-Anaheim, CA
Tesla, Inc.	\$ 4,422,000	Riverside-San Bernardino-Ontario, CA
TOTTEN TUBES, INC.	\$ 838,809	Los Angeles-Long Beach-Anaheim, CA
Knight Transportation, Inc.	\$ 2,405,217	Riverside-San Bernardino-Ontario, CA
United Natural Foods West, Inc.	\$ 3,360,000	Riverside-San Bernardino-Ontario, CA
Parkcrest Construction, Inc.	\$ 3,024,000	Riverside-San Bernardino-Ontario, CA
Total	\$ 38,397,891	

*Awards are contingent upon the applicant meeting all EPA requirements (i.e. Davis Bacon and Related Acts, environmental statutes, Build America Buy America) prior to invoicing

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Table 2 - Battery Electric Cargo Handling Equipment Awards (Measure 3)*

Company Name	Award Amount**	MSA
Anita's Mexican Foods Corp.	\$ 300,000	Riverside-San Bernardino-Ontario, CA
APM Terminals Pacific LLC	\$ 3,900,000	Los Angeles-Long Beach-Anaheim, CA
ITS Technologies & Logistics, LLC	\$ 3,600,000	Riverside-San Bernardino-Ontario, CA
Distribution Services Of California, LLC	\$ 300,000	Riverside-San Bernardino-Ontario, CA
Central Transport LLC	\$ 600,000	Los Angeles-Long Beach-Anaheim, CA
Franco Logistics, Inc.	\$ 300,000	Los Angeles-Long Beach-Anaheim, CA
Fujitrans U.S.A., Inc.	\$ 600,000	Los Angeles-Long Beach-Anaheim, CA
Gibson Overseas, Inc.	\$ 300,000	Los Angeles-Long Beach-Anaheim, CA
Imperial CFS, Inc.	\$ 300,000	Los Angeles-Long Beach-Anaheim, CA
Jacques Moret Inc.	\$ 300,000	Riverside-San Bernardino-Ontario, CA
J.B. Hunt Transport LLC	\$ 300,000	Riverside-San Bernardino-Ontario, CA
Keystone Freight Corp.	\$ 600,000	Los Angeles-Long Beach-Anaheim, CA
Knight Transportation, Inc.	\$ 600,000	Riverside-San Bernardino-Ontario, CA
Motivational Marketing, LLC	\$ 300,000	Riverside-San Bernardino-Ontario, CA
Splash Transport, Inc.	\$ 300,000	Riverside-San Bernardino-Ontario, CA
Transportation Commodities, Inc.	\$ 3,300,000	Riverside-San Bernardino-Ontario, CA
LGSI Equipment of Indiana, LLC	\$ 300,000	Los Angeles-Long Beach-Anaheim, CA
Warehouse Services No. 4 LLC	\$ 300,000	Riverside-San Bernardino-Ontario, CA
West Basin Container Terminal LLC	\$ 4,100,000	Los Angeles-Long Beach-Anaheim, CA
Total	\$ 20,600,000	

*Some awards are pending application supplemental information

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Table 3 - Battery Electric Locomotive Awards (Measure 4)*

Company Name	Award Amount**	MSA
Alameda Belt Line	\$ 65,761,183	Los Angeles-Long Beach-Anaheim, CA
Ardent Mills, LLC	\$ 10,565,601	Riverside-San Bernardino-Ontario, CA
Cemex Construction Materials Pacific, LLC	\$ 31,793,651	Riverside-San Bernardino-Ontario, CA
Pacific Harbor Line, Inc.	\$ 26,870,185	Los Angeles-Long Beach-Anaheim, CA
Trona Railway Company LLC	\$ 46,439,500	Riverside-San Bernardino-Ontario, CA
Watco Companies, L.L.C.	\$ 9,369,880	Riverside-San Bernardino-Ontario, CA
Total	\$ 190,800,000	

*Awards are contingent upon applicant meeting all EPA requirements (i.e. Davis Bacon and Related Acts, environmental statutes, Build America Buy America) prior to invoicing

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Table 4 – Back Up List *

Measure	Company Name	Award Amount**	MSA
3	APM Terminals Pacific LLC	\$ 5,100,000	Los Angeles-Long Beach-Anaheim, CA
3	Central Transport LLC	\$ 600,000	Los Angeles-Long Beach-Anaheim, CA
3	West Basin Container Terminal LLC	\$ 8,100,000	Los Angeles-Long Beach-Anaheim, CA
4	Alameda Belt Line	\$ 58,601,117	Los Angeles-Long Beach-Anaheim, CA
	Total	\$ 72,401,117	

* Some applicants are pending application supplementals. Awards are conditional upon applicant meeting all EPA requirements (i.e. Davis Bacon and Related Acts, environmental statutes, Build America Buy America) prior to invoicing

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Agenda #6

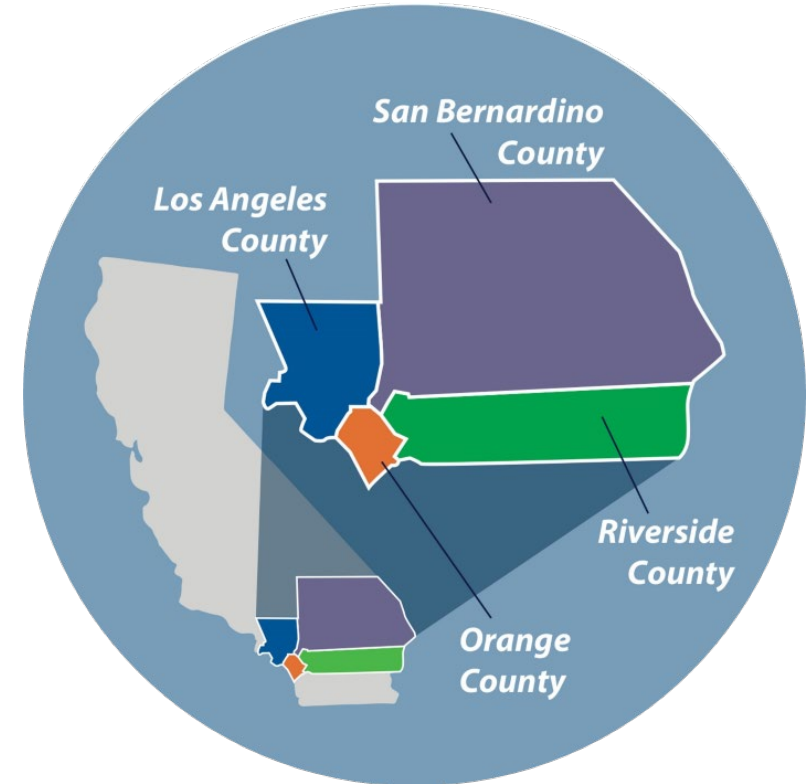
Execute Contracts to Implement INVEST CLEAN Program

David Chen



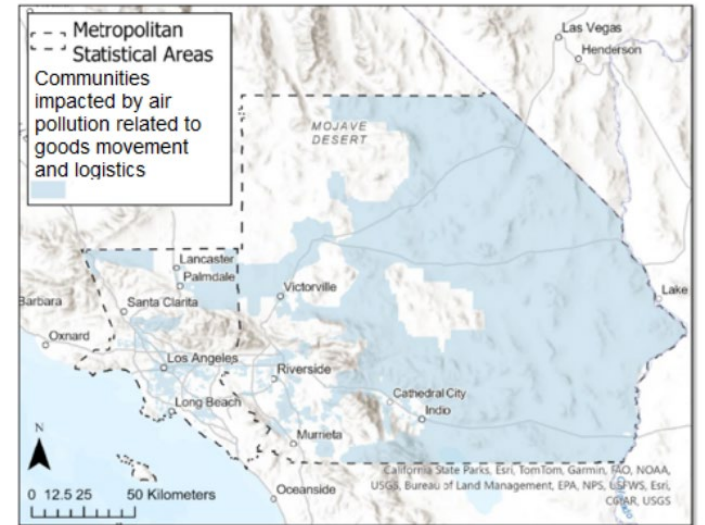
Background

- In October 2024, U.S. EPA awarded South Coast AQMD for approximately \$500 Million for INVEST CLEAN Program
- Competitive Grant awarded under the Inflation Reduction Act (IRA)
- Partnered with two Metropolitan Statistical Areas (MSAs): Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario



Project Selection

- Program Announcements and Request for Proposal released in 2025
 - **Charging infrastructure**
 - Class 8 trucks and last mile freight
 - **Cargo handling equipment**
 - **Switcher locomotives.**
- Award Recommendations for 3 categories were distributed between the two MSA's served by the INVEST CLEAN program
 - Los Angeles-Long Beach-Anaheim MSA: 46%
 - Riverside-San Bernardino-Ontario MSA: 54%



Infrastructure

- Program Announcement (PA) for Charging Infrastructure opened in August 2025
- \$178,500,000 in funding available
- Recommending \$38,397,891, funding 23 sites installing 247 charging connections
 - Recommended awards is a subset of charging infrastructure applications. An additional awards will be made once the remaining applications are deemed complete



Cargo Handling Equipment

- PA for Cargo Handling Equipment (CHE) opened in August 2025
- \$20,600,000 in funding available
- Recommending \$20,600,000 in funding for:
 - 62 yard trucks
 - 5 top handlers



Locomotives and Supporting Infrastructure

- RFP for Locomotives released in June 2025
- \$190,800,000 in funding available
- Recommending \$190,800,000 funding for 41 locomotives with supporting infrastructure



Proposal

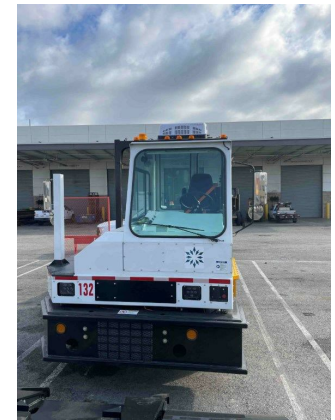
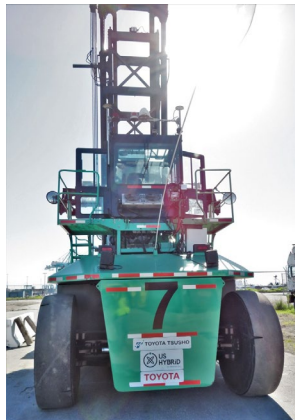
	Charging Infrastructure*	Cargo Handling Equipment	Locomotives	Grand Total
Los Angeles-Long Beach-Anaheim	\$10,813,512*	\$11,000,000	\$92,631,368	\$114,224,574
Riverside-San Bernardino-Ontario	\$27,584,379*	\$9,600,000	\$98,168,632	\$127,787,347
Grand Total	\$38,397,891*	\$20,600,000	\$190,800,000	\$242,011,921

*Recommended awards is a subset of charging infrastructure applications, an additional awards will be made for the category once the remaining applications are deemed complete

- Estimated Annual Emission Reductions
 - 586 tons/year of NOx, 14 tons/year of PM2.5, and 15 tons/year of Diesel Particulate Matter
 - UCI will track and calculate emission reductions
- If there are projects fall through, funds will be reallocated to backup projects of the same project category

Summary of Recommended Actions

- Authorize the Executive Officer to execute contracts to implement INVEST CLEAN in an amount not to exceed \$242,011,921 from the U.S. EPA Climate Pollution Reduction Grant (CPRG) Special Revenue Fund (90) as follows:
 - Up to \$30,611,921 for charging infrastructure deployment
 - Up to \$20,600,000 for battery-electric cargo handling equipment
 - Up to \$190,800,000 for battery-electric locomotives



Zero Emission Truck Deployment and Infrastructure Development

King Fio Trucking
Jennie Abarca
Owner





Why Zero Emission Trucks

- Reduced pollution
- Community health benefits
- Economic
- Incentive program
- Technology advancement

Truck selections and Operational Experience

- Volvo VNR – 9 trucks
- Nikola TRE – 2 trucks
- 20 Tesla Trucks on Order



Funding

- Grants
 - South Coast AQMD Carl Moyer Program
 - U. S. EPA Diesel Emission Reduction Act
 - Edison Charge Ready for Heavy Duty
 - SCE Drayage Truck Rebate Program
 - Port of LA
- Port of Long Beach Gate Incentive



Future EV

- Tesla brings our cost on par with diesel or slightly less than
- Groups like the Electrifying Drayage Alliance (EDA) and Climate Pledge actively trying to match carriers and customers
- “Change Management” is lacking
- The Electric truck is still the quickest and best option for decarbonization