Clean Transportation Funding from the MSRC

DRAFT AMENDMENT

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 RESLILIENCY 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 (H_2), liquefied petroleum gas (LPG, propane), ethanol (C_2H_6O), methanol (CH_3OH), 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 though 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.