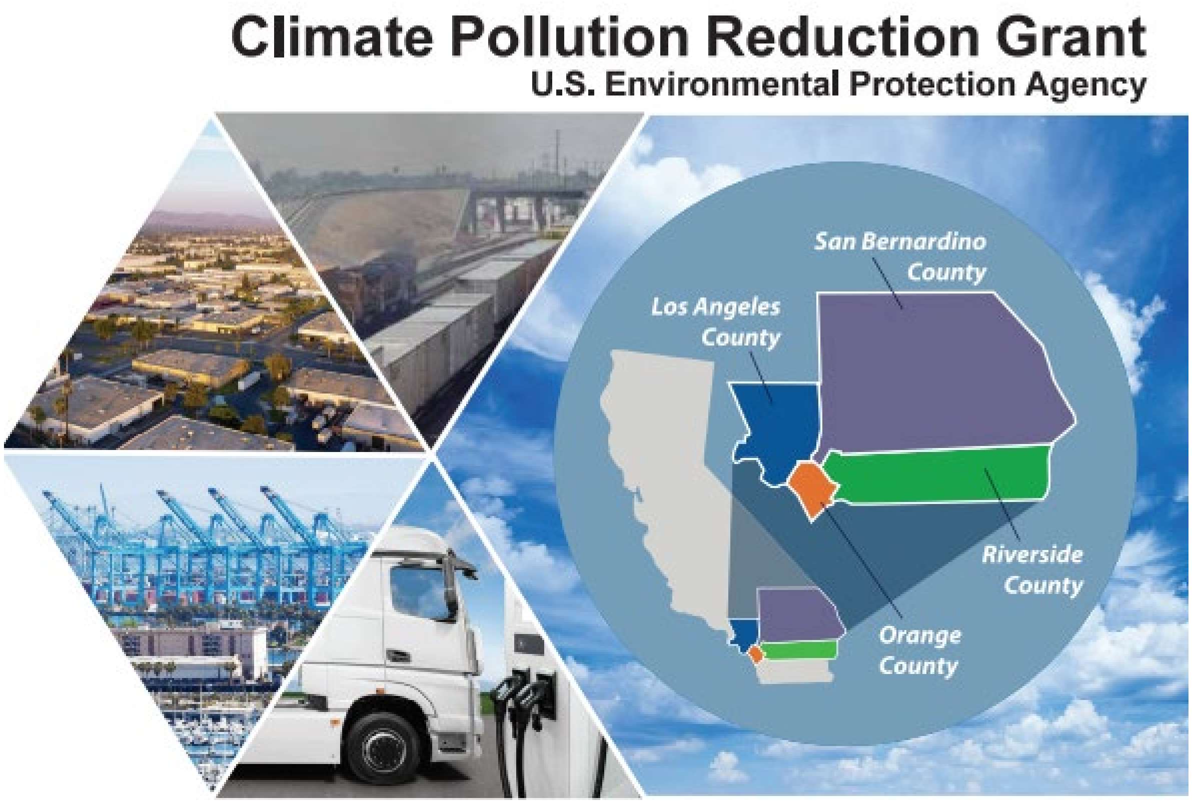
Implementation Plan

INVEST CLEAN

Measure 1 - Infrastructure



1. Introduction

INVEST CLEAN, funded by the EPA CPRG grant, aims to overcome barriers to transitioning the goods movement corridor to zero emission technologies in the two Metropolitan Statistical Areas (MSAs) in Southern California, i.e., Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario MSAs. The INVEST CLEAN initiative focuses on reducing emissions from the goods movement sector by implementing incentive measures and electrifying the Southern California goods movement corridor. South Coast AQMD INVEST CLEAN has four measures to provide incentives for the installation of electrical charging equipment to support heavy-duty battery-electric (BE) vehicles, replacing high-polluting vehicles and equipment with BE Class 8 freight vehicles, last-mile delivery vehicles, cargo handling equipment (CHE), and switcher locomotives.

This Implementation Plan (Plan) addresses the procedures and methodologies to implement the "Charging Infrastructure Deployment Incentive Program" (Program). This Program provides funding for the installation of fast-charging battery electric charging equipment to support medium and heavy-duty battery electric trucks (including Classes 4 to 8, as defined below) involved in the goods movement activities within the two MSAs. The total incentive funding for this Program is $178,500,000. The Plan describes the funding structure, timeline, application solicitation and distribution procedures, application evaluation process, key program requirements, invoice process, engagement with local communities, data reporting, and other strategies to ensure the successful execution of this Measure.

2. Definitions

Applicant: Entity that submits an application for the Program.

Direct Current Fast Charger (DCFC): For the purposes of this Program, these are chargers capable of providing 250 kW or more through a single charging connector.

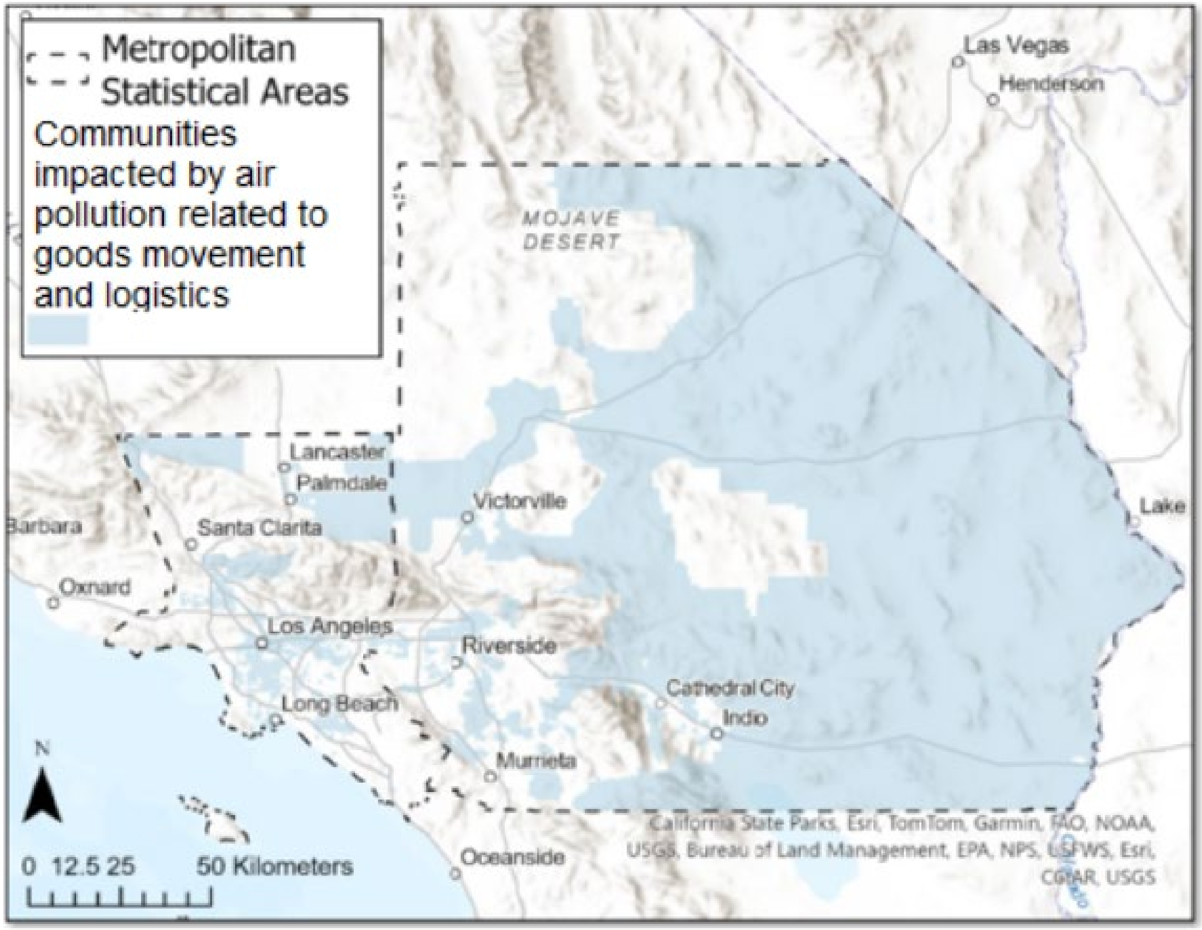
Electric Vehicle Infrastructure Training Program (EVITP): Brand-neutral, volunteer-based, non-profit organization that trains electricians in the electric vehicle infrastructure space in the United States and Canada. Training includes site assessment, load calculations, National Electric Code, jobsite safety, personal protection equipment, and other installation and maintenance best practices.

Goods Movement: As defined in Commercial Code Section 2105, goods are movable and the goods being moved must be part of a transaction that involves a contract for the sale of the goods.

Gross Vehicle Weight Rating (GVWR): The maximum allowable total weight of a vehicle when fully loaded.

Metropolitan Statistical Areas (MSAs): Statistical areas defined by the Office of Management and Budget which have an urban core population of at least 50,000. The INVEST CLEAN program specifically serves the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario MSAs, which include the following four counties: Los Angeles, Orange, Riverside, and San Bernardino.

Figure 1 Area inside the dotted lines represents the two MSA qualified territories



<u>Measure:</u> One of the four battery electric technology categories under the INVEST CLEAN grant. It covers the incentive program, data collection, workforce training, and community outreach. In this Plan, it refers to Charging Infrastructure.

<u>Participant Support Costs:</u> Direct cost contributions on behalf of award recipients who are participating in the Program. These are specifically contributions for equipment purchase and installation costs.

<u>Program:</u> The incentive portion of the Measure for Charging Infrastructure Deployment under the INVEST CLEAN grant.

<u>Project:</u> An infrastructure Project refers to a location (one physical address or adjacent physical addresses) that has applied and/or received funding under the Program.

<u>Rebate:</u> Reimbursement of funds to a rebate recipient after they have made an eligible purchase and/or completed a qualifying milestone under the Rebate Agreement. The eligible purchases must be backed up with proof of payment before a rebate payment can be issued.

Rebate Agreement: A written document that establishes the amount, eligibility criteria, responsibilities, and compliance requirements associated with the rebate award, ensuring that funds are used for their intended purpose and that the recipient fulfills the program objectives before payment.

Rebate Recipient: The selected entity that enters into a Rebate Agreement with South Coast AQMD. It will be required to fulfill all program requirements – such as purchasing eligible equipment, constructing or installing equipment, and providing required documentation – to receive an approved rebate payment. Rebate Recipient is the same as a Program Beneficiary but for consistency purposes, Rebate Recipient will be used in this document.

University of California Irvine (UCI): The designated third-party data collection and verification organization under INVEST CLEAN.

Vehicle Class: Trucks are categorized into different classes based on the GVWR of the vehicle.

Vehicle Class	GVWR Category
Class 4	14,001-16,000 lbs
Class 5	16,001-19,500 lbs
Class 6	19,501-26,000 lbs
Class 7	26,001-33,000 lbs
Class 8	33,001+ lbs

3. **Structure**

This Program is structured as a rebate-based incentive for DCFC. Rebates will be provided on a reimbursement basis in accordance with the fully executed Agreement. The determination of the rebate amount is detailed in Section 5. The program announcement in Attachment 1 illustrates the workflow from application to Project completion for applicants of this Program and provides additional details regarding each process step.

Applicant Eligibility

The applicant and application must meet the following requirements:

- Entities can include private fleet owners, truck stop operators, public charging hub operators, and distribution center operators, with priority given to publicly-accessible sites. See Section 9 for evaluation criteria.
- Charging connectors must be rated at 250 kW or higher and be able to provide charging power at 250 kW or higher.
- The Project must directly support Class 4-8 medium- and heavy-duty goods movement trucks.
- Applicants must demonstrate ownership of the land on which the Project will be located, or control of it through a long-term lease, easement, or other legal arrangement, for the duration of the agreement term.
- Proposed charging station(s) must be within the boundaries of the two MSAs. See Figure 1 in Definitions.

- The installation of the charging station must be performed by a crew that has at least one EVITP certified electrician; Projects required to comply with Public Utility Code 740.20 must have additional EVITP-certified technicians to oversee the Project.
- If the Project is required to comply with California Public Contract Code 2601, at least 60 percent of the skilled journeypersons employed to perform installation of the eligible equipment by every contractor and each of its subcontractors at every tier must be graduates of a joint labor-management apprenticeship.
- Charging stations must be commissioned by March 2028 and all selected applicants will be required to operate the funded infrastructure for a minimum of five years.
- Charging stations operating before the date of application or grant award are not eligible.

<u>Cost Eligibility</u>

Eligible costs are Project expenses that qualify for reimbursement under this Program. Rebates cannot exceed the Project's total eligible cost or the funding cap.

- Procurement cost for eligible DCFC equipment. Charging connectors that can achieve 250 kW charge speed or faster are eligible to apply.
- Procurement cost for equipment or components that enable the function, or are essential to the operation, of the DCFC.
- Federal, state, and Local Taxes are potentially eligible.
- Certain fees, delivery costs, and warranties may be eligible on a case-by-case basis
- Certain installation costs of the equipment receiving the rebate are on a case-by-case basis.
    - Installation costs must be solely for the equipment receiving the rebates. Any indirect installation costs are not eligible.
- Costs related to design, engineering, overhead or any other indirect costs are not eligible.
- Energy costs are not eligible.

Purchase orders or other purchase commitments placed prior to the date of application or grant award are at the applicant's risk. Equipment cannot be in operation prior to funding approval by South Coast AQMD. The South Coast AQMD has no obligation to fund a Project until an Agreement is fully executed by both parties. See Section 6.

4. Implementation Timeline

The timeline for the release of this Program is established in the Program Announcement (see Attachment 1). South Coast AQMD may reissue the solicitation if there are unencumbered funds or modifications needed for solidification based on the Projects' progress and performance to ensure timely implementation of the Program.

5. Incentive Funding

A. INVEST CLEAN Funding and Leveraged Funding

Under this Program, \$178,500,000 is available for DCFC equipment and installation rebates. Leveraged funding from the San Pedro Bay Ports of \$ 5,000,000 will be added to the Project funds budget after an MOU agreement is executed with the Ports. Implementation of the leveraged funding is anticipated to follow the same procedure outlined in this Plan.

B. Rebate amount:

Each Project location can receive up to \$700/kW for the procurement of equipment. The rebate amount for an eligible Project is determined by the total power that the chargers can provide. For example, a Project with 10 dual-plug chargers rated 360kW per connector with a verified total charging capacity of 360 x 2 x 10=7,200 kW can receive a total rebate of up to 7,200 x 700 =\$5,040,000. To be counted in the \$/kW incentive amount calculation, a charger's rated charge speed must be achievable when the station is fully utilized with all connectors simultaneously charging. There is a possibility that due to large program interest, prioritization for funding will be based on the program goals. See Section 9 for additional information.

Applicants will be required to provide information indicating other funding sources, including the name of the funding source and the amount of funding. Other funding will be reviewed to determine whether it can be combined or "stacked" with the rebate of this Program. Other federal funding cannot be stacked with funding from this program. This Program doesn't have cost share requirements.

C. Rebate distribution:

The DCFC must be installed, operational, and fully commissioned before the Project payment can be made. South Coast AQMD may assign inspectors to verify the status of the Project. In order to receive a rebate payment, the applicant must submit an itemized invoice and proof of payment for the equipment purchased. The invoice package shall provide documentation including, but not limited to, the following:

- Copy of vendor's invoices with detailed breakdown of costs;
- Pictures of installed equipment;
- Utility Commission Report;
- "Adequate Facility Letter" or equivalent from the licensed electrician or utility company to provide proof for the Project site's total charging capacity;
- Document that demonstrates future truck charging commitment, including subscription agreement for the public sites, battery electric truck lists for the private site, etc.; and
- Documentation of compliance with all EPA terms and conditions, as identified in Section 4 (i.e. BABA, DBRA, etc.).

The payment may be based on the completion of all equipment installation, as outlined in the payment schedule in the agreement.

6. **Rebate Agreement**:

Legally binding Agreements will be executed between the South Coast AQMD and the selected applicants to ensure Project implementation accountability, including the timeline and terms and conditions of the program. Documentation of compliance with all EPA terms and conditions, as identified in Section 7 (i.e. BABA, DBRA, etc.), will be required or demonstrated to be in progress prior to agreement execution.

Agreements will include, but will not be limited to, the following requirements:

- Operate and perform proper maintenance on charging equipment, keeping equipment in service for a minimum of five (5) years from the date of commissioning.
- Disclose all the funding received and the funding sources to ensure that the total funding from all sources doesn't exceed the total Project cost.
- Installation for the equipment and components should be performed by a crew that has at least one EVITP-certified electrician on the installation crew of the funded charging infrastructure.
- If applicable, in alignment with California Public Contract Code 2601, at least 60 percent of the skilled journeypersons employed to perform installation of the eligible equipment at every tier are graduates of a joint labor-management apprenticeship program for EV infrastructure installation.
- Ensure charger operations data will be provided or accessible. Employ specific data collection and reporting procedures from the UCI implementation plan. Ensure that the Project complies with other local, state, and federal programs, and resulting emission reductions from a specific Project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or applicable Federal regulations.
- If requested, an awardee must provide a financial statement and bank reference, or other evidence of financial ability to fulfill Agreement requirements.
- Be available for a follow-up inspection by South Coast AQMD, upon request.
- Maintain property insurance as required by law.
- Ensure operation of the DCFCs are within one of two MSAs or the Project will be declined.
- The DCFC is expected to meet the minimum kWh per year throughput as proposed by the applicant in the application. The proposed annual throughput will be subject to review by South Coast AQMD staff and monitored by UCI.
- Furnish at least one year's manufacturer's warranty and properly maintain equipment.

Failure to fulfill rebate agreement terms will require corrective action. See the Monitoring and Compliance section.

7. BABA and Other Legal Requirements

Applicants of this measure will be made aware of applicable legal and EPA requirements. The application includes a questionnaire that helps the applicant assess their compliance with EPA requirements. Instructions on how to demonstrate their compliance are detailed in the program announcement included as Attachment 1. Additionally, the application includes certification statements through which the applicants acknowledge and agree to adhere to the EPA requirements, including the following, during the Application process:

- Build America, Buy America (BABA) Act: Charging infrastructure equipment funded under this measure will be subject to domestic content sourcing requirements under the Build America, Buy America (BABA) provision of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58 §§ 70911-70917). Projects with less than $250,000 in total Project costs would not be subject to BABA requirements.
- Davis-Bacon Act: The Davis-Bacon Act requires rebate recipients and subcontractors to be paid prevailing wages when performing on federally funded Projects for the construction, alteration, or repair (including painting and decorating) of public buildings or public works. Projects costing less than $2,000 are exempt: (https://www.epa.gov/grants/dbra-requirements-epa-subrecipients)
- Endangered Species Act (16 U.S.C. §1531 et seq.): This Act requires a biological assessment of the Project site to identify any endangered or threatened species that could be adversely affected by construction activities. This assessment must be completed within 180 days after the date the Project was initiated and must be completed prior to the execution of any rebate agreement for construction and before any construction has begun. (https://www.epa.gov/laws-regulations/summary-endangered-species-act)
- National Historic Preservation Act (16 U.S.C. §470 et seq.): This Act requires a review of potential adverse effects of federally funded activities on historic properties listed or eligible for listing on the National Register. This review should be completed prior to applying for permits. (https://www.nps.gov/subjects/archeology/national-historic-preservation-act.htm)
- Archeological and Historic Preservation Act (54 U.S.C. §§ 312501-312508): Similar to the National Historic Preservation Act, this Act applies to federally funded activities. It requires historical and archeological objects and materials to be saved that would otherwise be destroyed as a result of the activity: (https://uscode.house.gov/view.xhtml?req=granuleid%3AUSC-prelim-title54-chapter3125&edition=prelim)
- Farmland Protection Policy Act (7 U.S.C. §4201 et. seq.): The purpose of this Act is to minimize or prevent the irreversible conversion of farmland to nonagricultural uses. This act would require identification of the effects federally funded activities may have on farmlands and to consider alternative options: (https://www.nrcs.usda.gov/conservation-basics/natural-resource-concerns/land/cropland/farmland-protection-policy-act)
- Coastal Zone Management Act (16 U.S.C. § 1451 et. seq.): This act requires the review of federally funded activities to determine if the goal of the Act is being met: “preserve, protect, develop and where possible, to restore or enhance the resources of the nation’s coastal zone.” (https://coast.noaa.gov/czm/act/)
- Reporting Waste, Fraud and Abuse (2 CFR 200.113): Consistent with Federal requirements, applicants must promptly report in writing whenever there is credible evidence of the commission of a violation of federal criminal law involving fraud,

conflict of interest, bribery, or gratuity violations per the requirements outlined in EPA's General Terms and Conditions, Paragraph 51 (https://www.epa.gov/system/files/documents/2024-10/fy_2025_epa_general_terms_and_conditions_effective_october_1_2024_or_later.pdf)

8. **Outreach and Engagement Strategy**

Based on input received from the public, South Coast AQMD will disseminate information and work with local and regional partners throughout the two MSAs to engage with industry, community, labor, and other stakeholders to promote the Program. Outreach will be conducted to ensure that original equipment manufacturers (OEMs), dealerships, and fleets in the Class 8 BEV market are aware of the program. Additionally, community outreach and engagement will be conducted to receive feedback on Project prioritization considerations and related issues.

- Maximize outreach to reach potential incentive program participants through various channels including, but not limited to, in-person meetings/workshops, participating in industry and community events, social media, INVEST CLEAN website, email blasts, partnerships with governmental agencies, chambers of commerce and trade associations, and other methods.
- Utilize subscription mailing lists by Standardized Industrial Classification to reach a broader pool of potential program applicants.
- Coordinate with the Community Benefits Steering Committee to educate stakeholders on incentive opportunities.
- Engage with targeted communities and stakeholders, including Community Air Protection Program Steering Committees.

The INVEST CLEAN website will be periodically updated to provide Program Announcements, Request for Proposals, public workshops, meetings and events, workforce development opportunities, and other information.

9. **Application and Evaluation Process**

SCAQMD will use its Grant Management System (GMS) customized for INVEST CLEAN, an online portal, for the applicants to submit rebate applications. All applicants must follow the instructions provided in South Coast AQMD's GMS. The information and documents required include:

- Overall Project description
- Project total cost and breakdown (equipment, labor, software, etc.) supported by vendor quotes.
    - Applications that are not supported with vendor quotes will not be evaluated until such documents are provided.
    - Vendor quotes submitted with the application should reflect current rates and prices.

- Individual and total power of the chargers and chargers' manufacturer specifications.
- Site information and site plan.
- Truck deployment plan or truck charging service plan.
- Site electricity power evaluation.
- Site ownership and/or lease document.
- Project timeline (expected starting and completion dates).
- Projection of charger utilization (monthly, annually).
- Other documents showing the readiness of the Project, as described below.

Applications and required documentation must be completed and uploaded through the GMS for evaluation. South Coast AQMD staff will evaluate all submitted applications/charging location(s). Each charging location will be evaluated based on the scoring criteria provided below:

A. Project Readiness of the proposed sites will be based on the following:
    - Available power capacity at the site for the proposed chargers; timeline to upgrade the site, if needed
    - Notification to the local utility provider
    - Site ownership/lease agreement is in place
    - Confirmed fleets' participation
    - Projects where all proposed chargers can operate at the rated capacity will be prioritized.

B. Compliance with BABA and Other Regulatory Requirements will be scored based on the compliance status or timeline provided in the application.
    - Documentation of compliance, or a demonstration that compliance is in progress, with all EPA regulatory requirements, as identified in Section 7 (i.e. BABA, DBRA, etc.), will be required prior to agreement execution with the rebate recipients.

C. Relative distances to charging sites in operation or being planned/constructed will be considered to improve coverage of the truck charging network throughout the two MSAs' trade corridors. The funding will be allocated among the four counties in proportion to each county's medium- and heavy-duty truck population. Funds may be redistributed to the best of South Coast AQMD's ability, using available tools and data, to ensure DCFC's are placed in areas of high truck charging demand to best support the deployment of battery-electric trucks.

Counties	MHD Truck Populations (2026)[1]	Funding allocations
Los Angeles	1,168,000	$97,300,000
Riverside	390,000	$22,700,000
San Bernardino	272,000	$26,000,000
Orange	313,000	$32,500,000

[1] Based on CARB EMFAC estimation (On-Road (EMFAC) | California Air Resources Board)

D. Utilization of charging site criteria depends on applicants' ability to demonstrate fleet utilization of installed charging capacity. Charging capacity in relation to the current/planned battery-electric fleet and regional trucking traffic will be considered in determining this score, and appropriately sized charging capacity will receive more points. Additional points will be awarded to Projects where site owners also have truck replacement Projects with INVEST CLEAN Measure 2 Truck Deployment.

E. Sites will also be scored based on the level of public accessibility, charging capacity per EPA dollar invested, and how it helps the charging network buildout for the goods movement industry. Project types are prioritized in the order below:
   - A site operated similarly to the public car charging sites with no subscription required from the truck operators.
   - A subscription-required site that grants access to truck operators based on a subscription or contract.
   - A semi-private fleet charging depot that allows multiple fleets to charge.
   - A private fleet charging depot that is exclusively for its fleet.

F. Reasonableness of cost will be awarded more points for more cost-effective Projects.
   - Installation of higher-powered charging equipment is typically less cost effective; however, such Projects would be beneficial to the two MSAs. Therefore, to encourage a variety of charging speeds, charging equipment will be grouped and ranked separately according to charging speeds for evaluation of reasonableness of costs.
     - 250 kW and 449 kW
     - 450 kW and 749 kW
     - 750 kW and 999 kW
     - 1 mW+

Charging locations will be ranked from highest to lowest scores based on the above evaluation criteria and then selected for funding in proportion to each county's Class 4 to 8 medium- and heavy-duty truck population. Funds may be redistributed based on applications received to target areas of high truck-charging demand. This is to ensure that funding is balanced across the two MSAs. In addition to the geographic minimum, there is a possibility that due to program priorities, applicants may be offered only partial funding. If the Rebate Program is oversubscribed, not all applications that meet the evaluation criteria may be funded.

10. Inspections

The South Coast AQMD will conduct on-site or remote inspections on the new DCFC infrastructure approved for funding. Additional inspections of the Project site may be conducted at the discretion of South Coast AQMD. Per 2 CFR 200.337, EPA and its authorized representative shall have access to the funded Projects. Recipients must make all equipment available for in-person or remote inspections as specified within the Agreement or when requested by South Coast AQMD.

<u>Pre-Inspection</u>

Verification of the Project site, which could include the following items:

- Clear photographs or recorded videos of the Project site:

(1) Full site in frame
(2) Entrance/exit of the site
(3) Equipment installation site
(4) In the case of an expansion Project, photos of existing equipment including labels and serial numbers

- In the case of an expansion, gathering of documents including:
  (1) Equipment specifications
  (2) Current Usage documentation
  (3) Compliance documents demonstrating compliance with Federal/State/Local Laws, Rules and Regulations

Post-Inspection

Verification of the equipment specifications and operational condition, which could include the following items:

- Clear photographs or recorded videos of the new equipment, including:
  (1) Full site in frame
  (2) Entrance/exit of the site, any signage.
  (3) Front, back, and both sides of the equipment
  (4) Any specification plates/labels/identifiers including equipment serial number
  (5) The data logger/electric meter providing usage information
  (6) The equipment in operation
- Visual verification of operational conditions by the South Coast AQMD Inspector to confirm:
  (1) Equipment is able to operate
- Gathering of documents including:
  (1) Equipment specifications
  (2) Usage documentation
  (3) Compliance documents demonstrating compliance with Federal/State/Local Laws, Rules and Regulations
  (4) Utility commission report

All new equipment must receive a Post-Inspection, and the Post-Inspection must be completed before disbursement of funds.

11. Monitoring and Compliance

Monitoring

Rebate recipients shall provide SCAQMD periodic updates on the Project’s progress until the charger installation is completed and commissioned.

Documentation will need to be provided to demonstrate that the work performed is in compliance with BABA and other EPA regulatory requirements identified in Section 7.

Rebate recipients will be required to report operational data metrics, such as energy usage, number of charge sessions, charge success rates, truck types, and other relevant data. Where feasible, rebate recipients should allow remote access to UCI for the sole purpose of data collection. Details on the data to be collected, data collection methodology, data collection frequency, and other reporting requirements will be specified in the UCI implementation plan for data collection. Specific data collection and reporting procedures from the UCI implementation plan will be included in the Rebate Agreement.

UCI will collect and analyze operational data to verify all Measures' performance, emission reductions, and associated job creation. Rebate recipients may request to withhold business-sensitive data, provided this does not compromise the data collection objectives. Note that such requests will not abrogate or modify the provisions of Government Code Section 7920 et seq. (Public Records Act).

<u>Compliance</u>

When a rebate recipient is unable to meet the program requirements (e.g., documentation, operation, utilization, emission benefits, etc.) or terms specified in the Agreement, South Coast AQMD may consider the options to remedy the violation before seeking enforcement action. In addition, when a rebate recipient cannot meet the average usage requirements or terms specified in the Agreement, South Coast AQMD may seek remediation.

Options for non-performance include, but are not limited to, the following:

- Extending the Project Agreement to allow for the makeup of the usage requirement shortfall.
- The owner will make its best effort to repair the equipment and assist with identifying a new operator.
    - SOUTH COAST AQMD and EPA will review and approve the justification for the deployment failure before any ownership transfer can be authorized.
- South Coast AQMD may withhold Project funds until compliance is met. Additionally, per their discretion, South Coast AQMD may require return of Project funds.

12. Workforce Training

South Coast AQMD will work with the Los Angeles County Electrical Educational and Training Trust Fund (LA ETI) of the National Electrical Contractors Association (NECA) of greater Los Angeles and the International Brotherhood of Electrical Workers (IBEW), and partners to support pre-apprenticeship and apprenticeship programs which allow students in higher education to participate in the Workforce Development Program. The approach is centered around NECA-IBEW's joint labor-management apprenticeship program, which utilizes apprentices in charging infrastructure Projects. Also, students will be offered On-the-Job training to inspire them to become electricians. The Workforce Development Program will support professional certifications and promote overall job growth in this industry, in alignment with industry standards, worker's rights, and Construction Labor Standards. Additionally, if needed, fleets new to the technology can receive training on charging equipment operation, equipment maintenance, and equipment repair, just to name a few. Costs may include labor, travel, demonstration units, materials, facility fees, etc. Details will be provided in the Workforce Development Program Implementation Plan developed by NECA-IBEW.

13. **Program Performance Evaluation and Reporting**

SCAQMD will evaluate and closely monitor the program's progress to identify the need for improvements and adjust accordingly, including modifying the solicitation and reissuing the solicitations. South Coast AQMD will evaluate the program performance based on the following:

- Project implementation progress
- Measures participation
- Agreement execution
- Data and report submission to UCI
- UCI analysis of the data collected from the charger deployments, utilization, and reported malfunctions and challenges.

If the program performance did not meet the expectations, the contingency measures include but are not limited to, the following:

- Reopen the solicitations
- Find OEMs and contractors that meet EPA terms and conditions (See Section 7: i.e. BABA, DBRA, etc.) and work with rebate recipients to facilitate their compliance
- Obtain EPA's approval and reallocate funds to other measures and consider the cost-effectiveness
- Conduct additional outreach
- Enforce agreements and impose penalties
- Increase monitoring and Project tracking
- Meet with rebate recipients to discuss plans to mitigate emission reduction shortfall

Attachment 1

Program Announcement

South Coast Air Quality Management District

INVEST CLEAN

Program Announcement #PA2026-03

Charging Infrastructure Deployment Incentive Program

Accepting Applications: August 15, 2025, at 12 PM PT
Submission Deadline: November 28, 2025, at 12 PM PT

In July 2024, U.S. EPA awarded funds to the South Coast Air Quality Management District (South Coast AQMD) to implement INVEST CLEAN in Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario Metropolitan Statistical Areas (MSAs). The two MSAs include the following four counties: Los Angeles, Orange, Riverside, and San Bernardino. INVEST CLEAN targets the limiting factors and challenges to the electrification transformation of the Southern California goods movement corridor.

INVEST CLEAN comprises four incentive measures to modernize the goods movement sectors. South Coast AQMD is soliciting applications under each individual measure. This Program Announcement (PA) is to solicit projects[1] under Measure 1: Charging Infrastructure Deployment Incentive Program (Program). This Program will provide incentive funding to support the development of fast charging infrastructure that facilitates the timely deployment of battery-electric medium and heavy-duty vehicles, as defined in Table 1, including Class 4 to 8 goods movement vehicles in the region.

SECTION I – OVERVIEW & ELIGIBILITY REQUIREMENTS

The total incentive funding for this measure is $178,500,000. All applications will be evaluated based on the criteria set forth in this PA, which align with the INVEST CLEAN Workplan approved by EPA and the Terms and Conditions of the EPA grant.

WHO: Entities directly responsible for planning, designing, constructing, and operating a charging station. Applicants can be charging station developers and operators, fleet operators, truck stop operators, and distribution centers.

WHAT: Rebate-based incentives to offset the cost of eligible charging equipment that directly supports Class 4 to 8 medium heavy duty (MHD) and heavy heavy duty (HHD) goods movement vehicles. The funding amount is determined based on the output of the charging system of the stations.

HOW: All applications must follow the instructions provided in South Coast AQMD's Grants Management System (GMS). Failure to adhere to the instructions may be cause for rejection of the application without evaluation. The Application Portal can be found on South Coast AQMD's INVEST CLEAN program page:(https://www.aqmd.gov/investclean).

WHEN: Applications can be submitted starting August 15, 2025, at 12 PM PT and closes on November 28, 2025, at 12 PM PT

Application evaluation is anticipated to start in November 2025, followed by Rebate Agreement ("Agreement") execution starting early 2026.

Charging stations should be commissioned by March 2028, and all awardees will be required to operate the funded equipment for a minimum of five years.

[1] "Project" refers to the proposed charging infrastructure at one location

Item	Date
Issue PA2026-03	August 1, 2025
Applications Open	August 15, 2025, at 12 PM PT
Deadline to Submit Application	November 28, 2025, at 12 PM PT
Agreement Execution	January 2026 through August 2027
Performance and usage tracking	Commencing after Deployment

ALL APPLICATIONS MUST BE RECEIVED VIA SOUTH COAST AQMD'S ONLINE GRANT MANAGEMENT SYSTEM (GMS)

GENERAL PROGRAM INFORMATION

Funding under this PA is rebate-based. Rebates will be provided on a cost-reimbursement basis in accordance with the fully executed agreement for the charging station(s) (see Section V for the general agreement terms). Charging equipment and associated components that support the charging of Vehicle Classes, as defined in Table 1, and potentially the installation costs of the equipment are eligible for a rebate. Please see the ELIGIBLE EQUIPMENT AND COST Section below for further details.

Table 1- Vehicle Weight Classes & Categories

Vehicle Class	GVWR Category
Class 4	14,001-16,000 lbs
Class 5	16,001-19,500 lbs
Class 6	19,501-26,000 lbs
Class 7	26,001-33,000 lbs
Class 8	>33,001 lbs

The rebate amount is determined by the total charging capacity of the chargers included in the application and the total purchase cost of the eligible equipment (tax and certain fees may be included). Each charging location can receive up to $700 per kilowatt (kW) installed charging capacity for equipment rebates or the total eligible cost of the project, whichever is lower.
To be eligible for the equipment rebate, applicants must have at least one electric vehicle infrastructure training program EVITP[2]-certified electrician on the installation crew of the funded charging infrastructure, unless the project is required to meet PUC code 740.20 in which additional EVITP certified technicians are required to oversee the project. In addition, in alignment with California Public Contract Code 2601, at least 60 percent of the skilled journeypersons employed to perform installation of the eligible equipment by every contractor

[2] Assembly Bill 841 (Ting, Chapter 372, Statutes of 2020)

and each of its subcontractors at every tier are graduates of a joint labor-management apprenticeship program for EV infrastructure installation.[3]

South Coast AQMD staff can connect awardees with a local training program if training is needed on charging, operating, and maintaining charging equipment. Costs of training will not be deducted from the rebate.

PROJECT COST

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by including vendor quotes in the application. More than one quote is encouraged to determine the best cost estimate. Applicants need to inform vendors of the time frame of the award process so that vendors can estimate prices based on the future/projected order/purchase date – this is important since funding requests and awards may not be revised after the Program closing date. When selecting vendors, applicants must ensure the materials will meet Build American Buy America (BABA) provisions, see SECTION II – FUNDING & CONDITIONS.

Purchase orders or other purchase commitments shall not be placed until after the award has been approved by South Coast AQMD. Placing the equipment purchase order before the agreement is executed is at the risk of the applicants.

Additionally, please provide only the costs directly related to the installation of the equipment. Any costs related to design, engineering, overhead or any other indirect costs are not eligible.

REBATE AMOUNT

Each charging station location is eligible to receive up to $700 per kW for the procurement cost of eligible equipment, including tax and fees, and potentially associated installation costs. The rebates will be issued on a per-location basis. The rebate amount for an eligible project is determined by the total power rating that the chargers can provide during the operation of all proposed chargers. For example, a project with 10 charging connections each rated at 360kW would have a total charging capacity of 3,600 kW, which can potentially receive a total rebate of up to $2,520,000 or the total procurement cost of eligible equipment and potentially the cost of installing the eligible equipment, whichever amount is lower.

ELIGIBLE APPLICANT

The applicant must meet the following requirements to be eligible for a rebate:

- Applicant must demonstrate land ownership on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life.
- Applicant must propose the charging station(s) within the boundaries of the two MSAs.

[3] Tax credits may be available: https://www.irs.gov/credits-deductions/prevailing-wage-and-apprenticeship-requirements & https://www.irs.gov/credits-deductions/alternative-fuel-vehicle-refueling-property-credit.

ELIGIBLE EQUIPMENT AND COST

Funding is available for DC Fast Chargers (DCFC) equipment where each connector must support a power output of at least 250 kW. The DCFC-enabling equipment or components that enable the function or are essential to the operation of the DCFC are also eligible as part of the rebate. Potentially, associated installation costs of the eligible equipment can qualify for the rebate. Installation costs must be solely for the eligible equipment. Any indirect installation costs are not eligible.

The site where the DCFCs are installed must support Class 4 - 8 vehicles, which are defined in Table 1 above.

PROGRAM WORKFLOW

Figure 1 below depicts the rebate program implementation process. Table 2 below provides an explanation of each step.

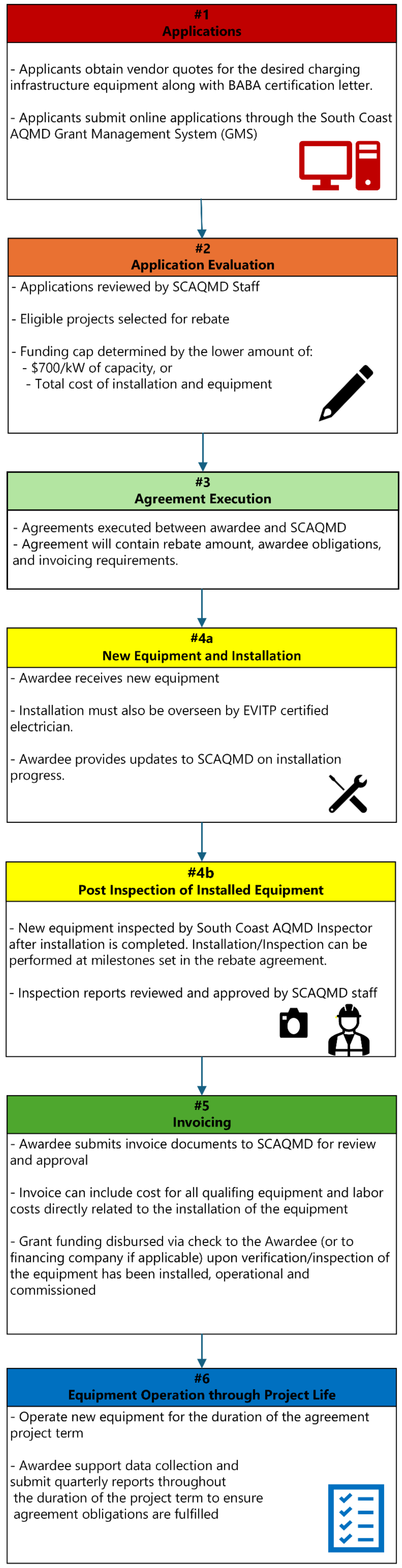


Figure 1: Rebate Program Implementation Process

Table 2: Rebate Program Implementation Process Details

Workflow Process #	**Description of Process**
1	Applicants submit INVEST CLEAN grant applications online through South Coast AQMD's GMS. Applicants must provide all required information and documentation as prompted by the GMS. Applicants will have an opportunity to amend the application during the application review period.
2	South Coast AQMD staff review the application for completeness, cost reasonableness, and project eligibility. Funding cap will be determined using the $700/kW formula or the total cost of procurement and installation cost of eligible equipment (whichever one is lower). If additional information, documentation or corrections are required, South Coast AQMD staff will allow the applicant 14 calendar days from a notice of correction to provide a response to the request. Some special circumstances that additional time is needed to obtain the required documentation may be considered if undersubscribed. Eligible applications will be scored and ranked according to the prescribed evaluation criteria. Applications that meet all eligibility requirements will be approved for funding.
3	Documentation of compliance with all EPA terms and conditions, as identified in Section VI (i.e. BABA, DBRA, etc) will be required prior to agreement execution. The applicant, now Awardee, executes the agreement with South Coast AQMD to establish the milestone schedule and agreement requirements.
4a	New equipment is delivered to the Awardee. The Awardee must inform South Coast AQMD staff upon delivery of project equipment. The crew conducting the construction and installation of the charging station must have at least one EVITP[4]-certified electrician on the installation crew of the funded charging infrastructure, unless the project is required to meet PUC code 740.20 in which additional EVITP certified technicians are required to oversee the project. In addition, in alignment with California Public Contract Code 2601, at least 60 percent of the skilled journeypersons employed to perform installation of the eligible equipment by every contractor and each of its subcontractors at every tier are graduates of a joint labor-management apprenticeship program for EV infrastructure installation.
4b	A South Coast AQMD Inspector coordinates with the Awardee to conduct inspection of the charging station once it is in place. Inspections may be performed either on-site or via video or photograph(s) at the inspector's discretion.
5	Awardee will submit an invoice to South Coast AQMD to request rebate payment. Invoices may be submitted at milestones prescribed in the Agreement. South Coast AQMD will confirm that Awardees have met all program and Agreement requirements prior to the final rebate payment. Only one rebate payment will be made for each site.
6	Awardee provides access to, designated data collection organization, to track and collect data for the operation of the charging infrastructure. Awardee will meet program requirements and submit semi-annual reports to the South Coast AQMD.

[4] Assembly Bill 841 (Ting, Chapter 372, Statutes of 2020)

SECTION II – FUNDING & CONDITIONS

Build America Buy America (BABA)

All funding provided for infrastructure projects under this rebate program is subject to domestic content sourcing requirements under the Build American Buy America (BABA) provisions of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, §§70911-70917).

1. All iron and steel used in the project are produced in the United States – this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States;
2. All manufactured products used in the project are produced in the United States – this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55% of the total cost of all components of the manufactured product, unless another standard that meets or exceeds this standard has been established under applicable law or regulation for determining the minimum amount of domestic content of the manufactured product; and,
3. All construction materials are manufactured in the United States – this means that all manufacturing processes for the construction material occurred in the United States.
4. Link to: EPA BABA FAQs

Please note that the manufacturer of the products and materials must provide a certification letter of BABA compliance with company letterhead. A template of the letter can be found here: Certification Letter Template for Manufactured Products Covered Under the Build America, Buy America Act. Applicants selected for funding under the INVEST CLEAN Charging Infrastructure Program must provide documentation demonstrating that equipment and materials sourced adhere to the BABA requirements prior to payment. For legal definitions and sourcing requirements refer to http://www.aqmd.gov/investclean/baba.

Inspections

Inspections will be performed on the funded charging stations per the Agreement terms. Equipment inspections may be conducted in person or via remote inspections. Recipients must make all funded equipment available for in-person or remote inspections, unless otherwise specified in the Agreement or through updates from South Coast AQMD.

Payments

Payments will be made upon the completion of the installation and the verification of the charger capacity and BABA certification(s). Only one payment will be made per site location. The rebate amount cannot exceed the total purchase and installation cost of the equipment at each project location (tax and fee may be included). Each project location can receive a maximum rebate amount of $700 per kW for the reimbursement of equipment and potentially, associated installation costs.

To receive a rebate payment, the awardee must submit for each project location:

- An itemized invoice and proof of expenditure for the procurement and installation of eligible equipment
    - Copy of vendor's invoice with detailed breakdown of costs
- The payment may be based on the completion of all equipment installation, as outlined in the payment schedule in the agreement.
- For verification of the project site's total charging capacity, the applicant must provide an "Adequate Facility Letter" or equivalent from the licensed electrician or utility company. Projects where all proposed chargers can operate at the rated capacity will be prioritized.
- Documentation of compliance with all EPA terms and conditions, as identified in Section VI (i.e. BABA, DBRA, etc) which will also be required prior to agreement execution.

Data Collection

The charging equipment deployed under this Program will be required to report operational data metrics, such as energy usage, number of charge sessions, charge success rates, truck types, and other relevant data. For the duration of the 5-year project life, recipients shall allow remote access by the South Coast AQMD partner, the designated third-party data verification organization under INVEST CLEAN. This organization will collect and analyze operational data for this Program. Recipients may request to withhold business-sensitive data, provided this does not compromise the data collection objectives. Note that such requests will not abrogate or modify the provisions of Government Code Section 7920 et seq. (Public Records Act). Specific data collection and reporting procedures will be provided to the recipient.

SECTION III – APPLICATION SUBMITTAL REQUIREMENTS

The electronic application in the GMS will prompt applicants for all required application information. **Attachment A** provides a listing of required application information. It is the responsibility of the Applicant to ensure that all information submitted to South Coast AQMD's GMS is accurate and complete. An application can include multiple locations, and a single rebate will be issued per location. Applicants must sign the online application to indicate their understanding of the Program requirements stated in this Program Announcement.

All online applications must be submitted according to specifications set forth herein. Failure to adhere to these specifications may be cause for rejection of the application without evaluation.

Grounds for Rejection:

An application may be immediately rejected if the application:
- Does not submit all required information and documentation as required via GMS.
- It is not signed by an individual authorized to represent the firm.

Certifications and Representations

South Coast AQMD "Business Information Forms" requiring signatures will be available on the GMS and are required to be submitted with the application.

Methods of Delivery:
The applicant must submit the application using the South Coast AQMD's GMS, available at https://www.aqmd.gov/investclean. The GMS will allow applicants to create the application and make modifications to the application until the electronic submission to the South Coast AQMD prior to the submission due date and time specified above. Additional information may be requested during the evaluation.

Disposition of Applications
The South Coast AQMD reserves the right to reject any or all applications. All responses become the property of the South Coast AQMD. The electronic copy of the application shall be retained for South Coast AQMD files. Please review the Access to Records and Retention disclaimer in SECTION VI – LEGAL UPDATES AND DEFINITIONS.

Modification or Withdrawal
Ensure that the information input and documentation uploaded are accurate and complete. Once submitted, applications cannot be altered. Applicants may submit more than one application per solicitation. Applications can be withdrawn through the GMS system.

Confidentiality
Please ensure that any trade secret, confidential or proprietary information being provided is marked accordingly. Please see the following website for more details: https://www.aqmd.gov/docs/default-source/default-document-library/Guidelines/pra-guidelines.pdf

SECTION IV: APPLICATION EVALUATION/AWARDEE SELECTION CRITERIA

South Coast AQMD staff will evaluate all submitted applications/charging location(s) and award each charging location through an executed rebate agreement. Each charging location will be evaluated based on the scoring criteria provided below:

EVALUATION CRITERIA	POINTS
Project Readiness based on the following: • Documentation showing the sufficient power capacity at the site to support the proposed chargers (Load sharing will receive less points and a letter from the utility company confirming site capacity will receive full points) • Site ownership/lease agreement is in place	20
Demonstrating compliance with Section VI: Legal Updates and Definitions below	20
Location (closes a gap in charging network for goods movement industry) • Applicant should provide justification of how the locations were selected or the tools used for the selection of the charging locations.	20
Utilization of charging site, including obtaining commitment letters from the fleets and ability to demonstrate the minimum throughput proposed	10 (+5)

• Additional points for projects supporting INVEST CLEAN Measure 2 Truck Deployment (excluding publicly accessible charging projects) (https://www.aqmd.gov/investclean)	
Public Access (Limited Public Access with a minimum of two usage fleet contracts will receive less points)	15
Reasonableness of Cost vs Competition and Industry Average	10
TOTAL:	100

Charging locations will be ranked from highest to lowest scores based on the above evaluation criteria and then selected for funding in proportion to each county's Class 4 to 8 MD/HD truck population. Funds may be redistributed based on applications received to target areas of high truck charging demand. This is to ensure that funding is balanced across the two MSAs.

In addition to the geographic minimum, there is a possibility that due to program priorities, Applicants may be offered only partial funding. If the Rebate Program is oversubscribed, not all applications that meet the evaluation criteria may be funded.

SECTION V –AGREEMENT

All applicants who are selected for funding awards must enter into a written Agreement with the South Coast AQMD and will be considered recipients of the rebate award, or Awardees.

Note: The South Coast AQMD has no obligation to fund the project until both parties have fully executed the agreement.

The scope of work will include tasks and deliverables that demonstrate compliance with the requirements of the EPA-funded INVEST CLEAN Program administered by South Coast AQMD.

Agreements will include, at a minimum, the following requirements:

- The charging equipment must be in service for a minimum of five (5) years from the date of commissioning.
- Equipment and components enabling DCFC may be funded under this opportunity and is to be performed by a crew that has at least one electric vehicle infrastructure training program EVITP[5]-certified electrician on the installation crew of the funded charging infrastructure, unless the project is required to meet PUC code 740.20 in which additional EVITP certified technicians are required to oversee the project. In addition, in alignment with California Public Contract Code 2601, at least 60 percent of the skilled journeypersons employed to perform installation of the eligible equipment by every contractor and each of its subcontractors at every tier are graduates of a joint labor-management apprenticeship program for EV infrastructure installation.
- Operational data, as defined in the data collection section, will be required. (i.e., maintenance and repair records).

[5] Assembly Bill 841 (Ting, Chapter 372, Statutes of 2020)

- Assurance that the project complies with other local, state, and federal programs, and resulting emission reductions from a specific project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or applicable Federal regulations.
- If requested, an awardee must provide a financial statement and bank reference, or other evidence of financial ability to fulfill Agreement requirements.
- Be available for a follow-up inspection by South Coast AQMD, if requested.
- Maintain property insurance as required by law.
- Ensure operation of the charging infrastructure within one of two MSAs and provide all necessary semi-annual reports.
- The charging infrastructure is expected to meet the minimum kWh a year throughput as proposed by the applicant in the application. The proposed annual throughput will be subject to review by South Coast AQMD staff.
- Ensure infrastructure is operated for a minimum of five (5) years, and furnish at least one year's manufacturer's warranty, and keep proper maintenance of equipment.

DELIVERABLES

The Agreement will describe how the project will be monitored and what type of information will be included in semi-annual and annual project progress reports for the duration of the 5-year operation requirement. At a minimum, the South Coast AQMD expects to receive the following:

- Semi-annual and Annual reports consisting of:
  - Number of charging stations and hoses per charger
  - Annual throughput/energy usage during the reporting period
  - Problems/issues of any unscheduled downtime that occurred during the reporting period and the cause of the downtime
- Proof of property insurance
- Records of the energy meter to support the reported semi-annual usage

South Coast AQMD reserves the right to verify all information provided. Please review the Access to Records and Retention disclaimer in SECTION VI – LEGAL UPDATES AND DEFINITIONS.

PERFORMANCE

When an Awardee is unable to meet the program requirements (e.g., semi-annual, annual reporting, operation, emission benefits, etc.) or terms specified in the agreement, South Coast AQMD may consider the options to remedy the violation before seeking enforcement action.

Options for non-performance include, but are not limited to, the following:

- Extending the agreement to make up the usage requirement shortfall
- The owner will make its best effort to repair the equipment and assist with identifying a new operator.
- South Coast AQMD and EPA will review and approve the justification for the deployment failure before any ownership transfer can be authorized.

SECTION VI: LEGAL UPDATES AND DEFINITIONS

CONFIDENTIALITY

Please ensure that any trade secret, confidential or proprietary information being provided is marked accordingly. Please see the following website for more details: https://www.aqmd.gov/docs/default-source/default-document-library/Guidelines/pra-guidelines.pdf

ACCESS TO RECORDS AND RETENTION

Materials, reports, photos, and other documentation submitted pursuant to the project may be released in part or in whole pursuant to either the Freedom of Information Act or the California Public Records Act. The EPA or South Coast AQMD may make publicly available on their websites, copies or portions of project information.

EPA and South Coast AQMD also reserve the right to access records of the applicant/recipient pertinent to this award, to perform audits, execute site visits, or for any other official use. This right of access also includes timely and reasonable access to the applicant/recipient's personnel for the purpose of interviewing and discussion related to such documents or the Federal award in general. This right of access shall continue as long as the records are retained.

In accordance with 2 CFR 200.334, the recipient must retain all Federal award records, including but not limited to, financial records, supporting documents, and statistical records for at least three years from the date of submission of the final financial report. The records must be retained until all litigation, claims, or audit findings have been resolved and final action has been taken if any litigation, claim, or audit is started before the expiration of the three-year period. Examples of the required records include: (1) time and attendance records and supporting documentation; and (2) documentation of compliance with statutes and regulations that apply to the project.

In accordance with 2 CFR 200.337, the EPA, the Inspector General, the Comptroller General, and the pass-through entity, or any of their authorized representatives, have the right of access to any documents, papers or records of the recipient which are pertinent to the grant award. The rights of access are not limited to the required retention period, but last as long as the records are retained.

USE OF LOGOS

Use of the EPA's logo, along with logos of other participating entities, on outreach materials, websites, or reports, must adhere to the requirements of both the General Terms and Conditions, Paragraph Q, and California Health and Safety Code Section 40730.

STATEMENT OF COMPLIANCE

Government Code Section 12990 and California Administrative Code, Title II, Division 4, Chapter 5, require employers to agree not to unlawfully discriminate against any employee or Applicant because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, sex, or age. A statement of compliance with this clause is included in all South Coast AQMD contracts.

COMPLIANCE WITH APPLICABLE LAWS

Applicants must comply with all federal, state, and local laws, ordinances, codes and regulations. Applicants must describe construction activities (i.e. ground disturbance, noise, removal of vegetation, modification of water features, and light disturbances) that will be required for project completion. These activities will be evaluated. If the application is selected for a funding award, all equipment to be purchased must be compliant with all applicable federal, state, and local air quality rules and regulations, and will maintain compliance for the full Agreement term. Applicants must be aware of the following legal requirements:

- Davis-Bacon and Related Acts (DBRA) is a collection of labor standards provisions administered by the Department of Labor that are applicable to grants involving construction. Under DBRA, all contractors and subcontractors performing construction must be paid no less than the locally prevailing wage and fringe benefits for corresponding work on similar projects in the area. Weekly certified payrolls must be submitted to South Coast AQMD and maintained for no less than three years after work completion. By executing an Agreement under INVEST CLEAN, the selected applicant acknowledges and agrees to the terms provided in the DBRA Requirements for Contractors and Subcontractors Under EPA Grants: https://www.epa.gov/system/files/documents/2023-10/dbra_requirements_for_contractors_and_subcontractors_under_epa_grants.pdf
- Endangered Species Act (16 U.S.C. §1531 et seq.): The Endangered Species Act requires a biological assessment to determine if any endangered or threatened species, or their critical habitat, could be adversely affected by the proposed construction activities. The assessment must be completed within 180 days after the date it was initiated and must be completed prior to any contract for construction and before any construction has begun. The assessment process is outlined as follows:
  - A desktop review to identify species and habitats in the vicinity of the construction site using the U.S. Fish and Wildlife Service's (USFWS) IPaC tool: https://ipac.ecosphere.fws.gov/
  - If species or habitats are potentially impacted, a consultation with the USFWS may be required
  - Avoidance and Mitigation measures such as protective buffers, erosion control, and other Best Management Practices (BMP) may be proposed.
  - The USFWS must agree with the assessment and resolution before the project can commence.
    - Information on the Endangered Species Act: https://www.epa.gov/laws-regulations/summary-endangered-species-act
    - Procedures explained in 50 CFR Part 402: 50 CFR Part 402 -- Interagency Cooperation—Endangered Species Act of 1973, as Amended

- National Historic Preservation Act (16 U.S.C. §470 et seq.): This Act requires a review of potential adverse effects of federally funded activities on historic properties listed or eligible for listing on the National Register. This review should be completed prior to applying for permits.
  - For more details see: https://www.nps.gov/subjects/archeology/national-historic-preservation-act.htm

- Selected applicants under this Program Announcement are to provide South Coast AQMD with documentation demonstrating compliance with the National Historic Preservation Act (16 U.S.C. §470 et seq.) A mapping tool such as the link below from the U.S. Department of the Interior can be utilized to determine whether the construction site impacts a registered national historical property: https://www.nps.gov/orgs/1094/nrhp_spatialdata.htm
- The applicant must work with the EPA on any required consultation process with the State or Tribal Historic Preservation Office prior to commencing the project to ensure compliance with section 106 of the NHPA.
- For possible exemptions, please see: Section "IV. Test Exemption" on the bottom on page 662303: https://www.achp.gov/sites/default/files/exemptions/2022-11/Exemption%20for%20Electric%20Vehicle%20Supply%20Equipment%2010.26.22.pdf

- Archeological and Historic Preservation Act (54 U.S.C. §§ 312501-312508): Similar to the National Historic Preservation Act, this Act applies to federally funded activities. It requires historic and archeological objects and materials to be saved that would otherwise be destroyed as a result of the activity.
  - For more details see: https://uscode.house.gov/view.xhtml?req=granuleid%3AUSC-prelim-title54-chapter3125&edition=prelim
  - Selected applicants under this Program Announcement are to report to South Coast AQMD and the EPA any historical or archeological objects and materials found in the process of construction.

- Farmland Protection Policy Act (7 U.S.C. §4201 et. seq.): The purpose of this Act is to minimize or prevent the irreversible conversion of farmland to nonagricultural uses. This act would require identification of the effects federally funded activities may have on farmlands and to consider alternative options.
  - For more details see: https://www.nrcs.usda.gov/conservation-basics/natural-resource-concerns/land/cropland/farmland-protection-policy-act
  - Applicants selected under this Program Announcement must demonstrate adherence to the Farmland Preservation Policy Act (7 U.S.C. §4201 et. Seq.)
    - https://www.nrcs.usda.gov/conservation-basics/natural-resource-concerns/land/evaluation-and-assessment

- Coastal Zone Management Act (16 U.S.C. § 1451 et. seq.): This act requires the review of federally funded activities to determine if the goal of the Act is being met: "preserve, protect, develop and where possible, to restore or enhance the resources of the nation's coastal zone."
  - For more details see: https://coast.noaa.gov/czm/act/
  - Applicants selected under this Program Announcement may need to consult with the California Coastal Commission to ensure that the applicant's project will be consistent with the state's coastal zone management plan.
    - Map of California Coastal Zone: https://www.coastal.ca.gov/maps/
    - Information about obtaining a permit: https://www.coastal.ca.gov/enforcement/cdp_pamphlet.pdf

- Reporting Waste, Fraud and Abuse (2 CFR 200.113): Consistent with Federal requirements, applicants must promptly report in writing whenever there is credible evidence of the commission of a violation of federal criminal law involving fraud, conflict of interest, bribery, or gratuity violations per the requirements outlined in EPA's General Terms and Conditions, Paragraph 51, which can be found at: https://www.epa.gov/system/files/documents/2024-10/fy_2025_epa_general_terms_and_conditions_effective_october_1_2024_or_later.pdf

CONFLICT OF INTEREST
Applicant must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of South Coast AQMD. Although the applicant will not be automatically disqualified by reason of work performed for such firms, the South Coast AQMD reserves the right to consider the nature and extent of such work in evaluating the application. Conflicts of interest will be screened on a case-by-case basis by the South Coast AQMD General Counsel's Office. Conflict of interest provisions of the state law, including the Political Reform Act, may apply to work performed pursuant to this contract.

COMPLIANCE WITH LABOR LAWS AND OTHER FEDERAL STATUTES
If an application is deemed eligible, the Applicant will be required to disclose any labor violations that have occurred within the last three years to be further considered for an award. If awarded, the recipient will be required to notify South Coast AQMD in writing if they have been found by a court or federal or state agency to have violated labor laws. The recipient will complete a yearly certification in which they will either state that they have not been found by a court or federal or state agency to have violated labor laws or, if such violations have been found, the recipient will give South Coast AQMD details about those violations in the certification. If the recipient has previously provided that information to the South Coast AQMD, they will be required to reattach that previous notification to the certification and provide any additional details about those violations that have not previously been provided. The recipient's yearly certification will be due at the same time as the annual progress reports. South Coast AQMD reserves the right to terminate the Agreement with a recipient that has been found to have violated labor laws or federal statutes, and the recipient may be required to return any and all funds, as determined by South Coast AQMD. The recipient will also ensure that these requirements are included in all downstream partnerships.

ECONOMIC SANCTIONS (RUSSIA/UKRAINE)
On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (EO) regarding sanctions in response to Russian aggression in Ukraine. Applicants who are considered eligible for funds under this PA and receive executed contracts from South Coast AQMD, are obligated to comply with existing economic sanctions imposed by the U.S. government in response to Russia's actions in Ukraine.

DEFINITIONS

1. Agreement Term
   The agreement term is the duration of the project life as defined in the equipment. It encompasses both the project completion and project implementation periods:

i. Project completion period is the first part of the Agreement term starting from the date of Agreement execution by both parties to the date the project post-inspection confirms that the project has become operational.

ii. Project implementation period is the second part of the Agreement term and equals the project life.

2. Project Life
   Project life is the period of the Agreement term during which the project equipment must be operated and provide operational data. The recipient must submit the deliverables stipulated in the Agreement throughout the project life. INVEST CLEAN agreements for Charging Infrastructure under this PA will include a 5-year operational period beyond the commissioning date.

3. South Coast AQMD Jurisdiction
   The South Coast AQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties. Within Riverside County, the South Coast AQMD also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert Air Basin. This area of 10,743 square miles is home to approximately 17 million people–about half the population of the state of California. It is the second most populated urban area in the United States and one of the smoggiest. Visit http://www.aqmd.gov/nav/about/jurisdiction for more information.

4. Indirect Costs
   "Means those costs incurred for a common or joint purpose benefitting more than one cost objective and not readily assignable to the cost objectives specifically benefited, without effort disproportionate to the results achieved. It may be necessary to establish multiple pools of indirect costs to facilitate equitable distribution of indirect expenses to the cost objectives served. Indirect cost pools must be distributed to benefit cost objectives on the basis that will produce an equitable result in consideration of the relative benefits derived. For Institutions of Higher Education (IHE), the term facilities and administrative (F&A) cost is often used to refer to indirect costs." (2 CFR 200.1 "Indirect cost", https://www.ecfr.gov/current/title-2/part-200/section-200.1#p-200.1(Indirect%20cost))

WORKSHOP FOR ADDITIONAL INFORMATION/ASSISTANCE:

Additional information regarding the content or intent of this PA, procedural matters, sample contract, and the compliance plan worksheet can be found at the South Coast INVEST CLEAN website at: https://www.aqmd.gov/investclean

Additionally, information on virtual pre-recorded presentations and other meetings (as needed) are to be posted on the INVEST CLEAN website.

South Coast AQMD staff members are available to answer questions during the application period. To expedite assistance, please direct your inquiries to investclean-infrastructure@aqmd.gov.

ATTACHMENT A – PROJECT INFORMATION FORM

Please be prepared to provide the following information as prompted by the INVEST CLEAN GMS.

APPLICANT INFORMATION

Applicant Name			
Business Address			
City, State and Zip			
Phone	( ) - Ext	Fax	( ) -
Contact Name		Title	
E-mail Address			
Project Site Location (Full address)			

PROJECT DESCRIPTION

Project Description which summarizes the project location, fleet commitments, station charger count and charging rate, and a projection of charger utilization (monthly, annually). Provide a description of construction activities (i.e. ground disturbance, noise, removal of vegetation, modification of water features, and light disturbances). Describe any federal, state, or local environmental review already completed at the time of application for the site location.	
Number of connectors per Charger and charger rating (minimum of 250 kW for single plug and 500 kW for dual plug) Total power output of the proposed charging station in kW	
Detailed specification of charging equipment and enabling equipment	

Provide justification for each enabling equipment Itemized associated installation costs of the charging equipment and enabling equipment	
Site operation model? (no subscription required (fully public access), contract/subscription required, semi-private, fully private, or other formats)	

PROJECT COST AND FUNDING REQUEST

Total cost of the charging station project	
Funding request, as supported by vendor quote(s) for equipment procurement and installation.	

PROJECT IMPLEMENTATION SCHEDULE

Project tasks:	**Proposed Dates**
Site power upgrade, if needed.	
Engineering Design, if required.	
Place order for project equipment	
Delivery of charging equipment	
Construction and installation of the charging station (specify the timeline if chargers are installed in phases)	
Commissioning of the charging station and local government final approval (City permit signed off with construction, electrical, fire safety inspection done by municipality).	

REQUIRED ATTACHMENTS:

- All vendor quotes and related information to support the basis of the project cost estimate.

- Site Layout that includes ingress, egress and location of all charger(s) and plug(s).
- Applicant must provide a description of the geographic location, including an aerial map (i.e., satellite view from an internet-based map or city/county map) and specific street address or GPS coordinates of the proposed charging station location.
- Applicants must document that they either own the land on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life. For a proposed project where the land is not owned by the applicant, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by property owners/authorized representatives and must be submitted with the application.
- Site electricity power evaluation that establishes the project readiness of the power capacity at the site for the proposed chargers.
- A truck deployment plan or truck charging service plan that documents planned fleet usage or participation/ commitments/agreements. This also support project readiness.
- Applicants must provide documentation that power is being or will be provided to the site in a timely manner to meet project milestones and deadlines.
- Other documentation that demonstrates project readiness, including documentation from the utility regarding power capacity and upgrade schedule (if applicable).
- If the proposed charging station provide charging for vehicles funded by INVEST CLEAN Measure 2, provide documentation.

ATTACHMENT B - Map of INVEST CLEAN MSAs

Map includes the following counties: Los Angeles, Orange, Riverside, and San Bernardino