

Clean Ports Program Goals



1. Build a foundation for the port sector to transition over time to fully zero-emissions (ZE) operations, positioning ports to serve as a catalyst for transformational change across the freight sector.

- Support large-scale projects at ports ready to lead the way
- Help other ports gain experience with zero-emissions technology to shift practices across the sector

2. Reduce diesel pollution (criteria pollutants, GHGs, and air toxics) in near-port communities.

- Support projects that can address near-port community EJ concerns

3. Help ensure that meaningful community engagement and emissions reduction planning are port industry standard practices.

- Build capacity of ports to continue to make strategic clean air and climate investments into the future

Funding Overview



Open now through May 28

Clean Ports Program in the Inflation Reduction Act

\$3B for Grants

At least 25% (\$750M) to be spent in
nonattainment areas

~\$150 million

Climate and Air Quality
Planning

Independent Grant Opportunities
(Applicants can apply for one or both)

~2.8 billion

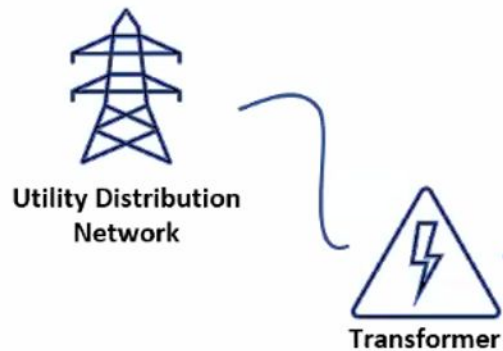
Zero-Emission
Technology Deployment
(Equipment and Infrastructure)

Administrative costs: up to 2% (\$60M)

ZE Technology Deployment Competition: Eligible Infrastructure Expenses



Ineligible Expenses

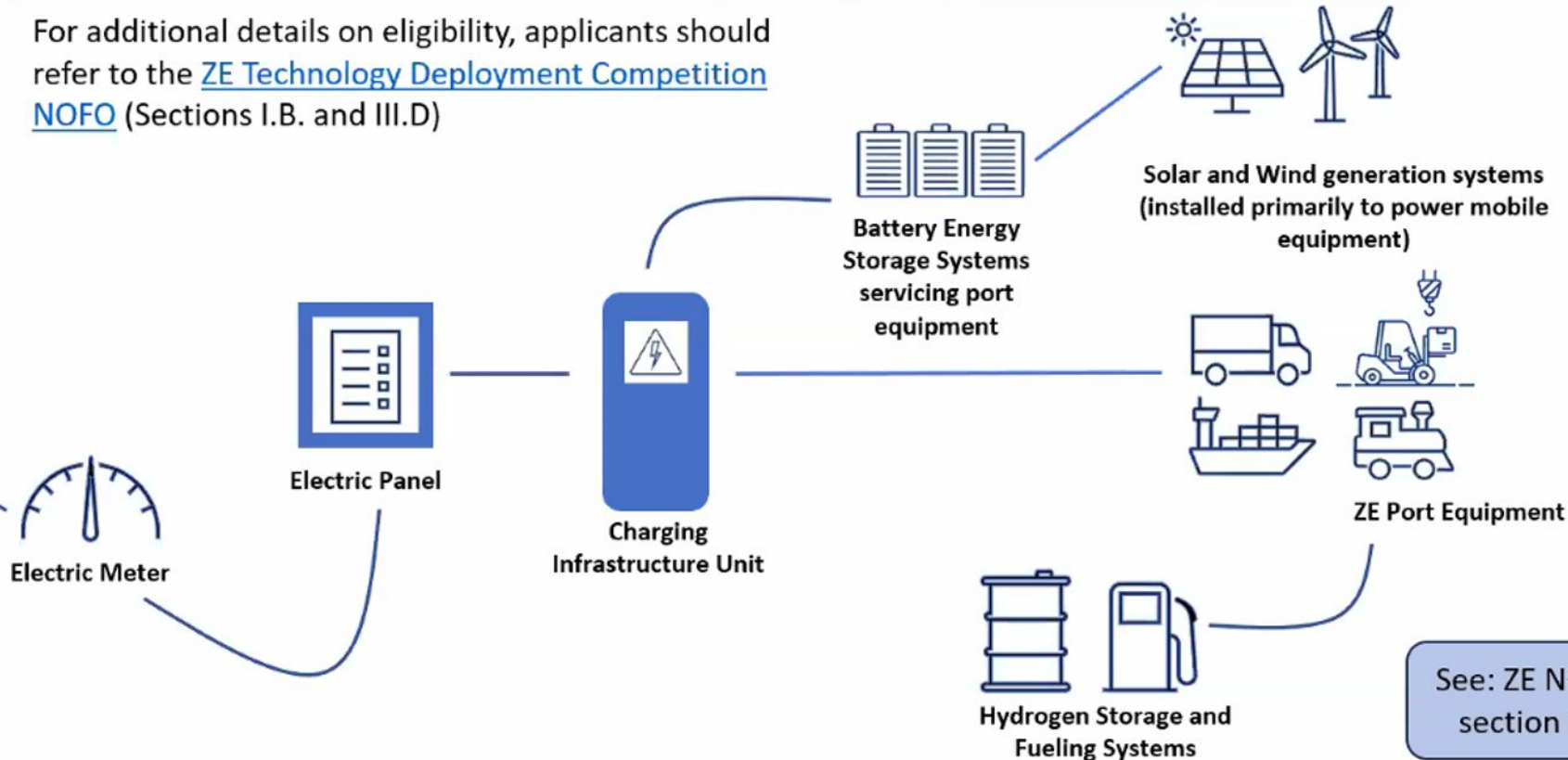


- Eligible infrastructure expenses are limited to electric meters and equipment behind the meter; transformer and electric meter expenses may be considered eligible if they are on the customer's side
- Costs for minor grid upgrades in front of the meter (utility side) may be considered if the work is necessary to connect an eligible charging station to the electric distribution network

Front-of-the-Meter (FTM) - Utility side

Eligible Expenses

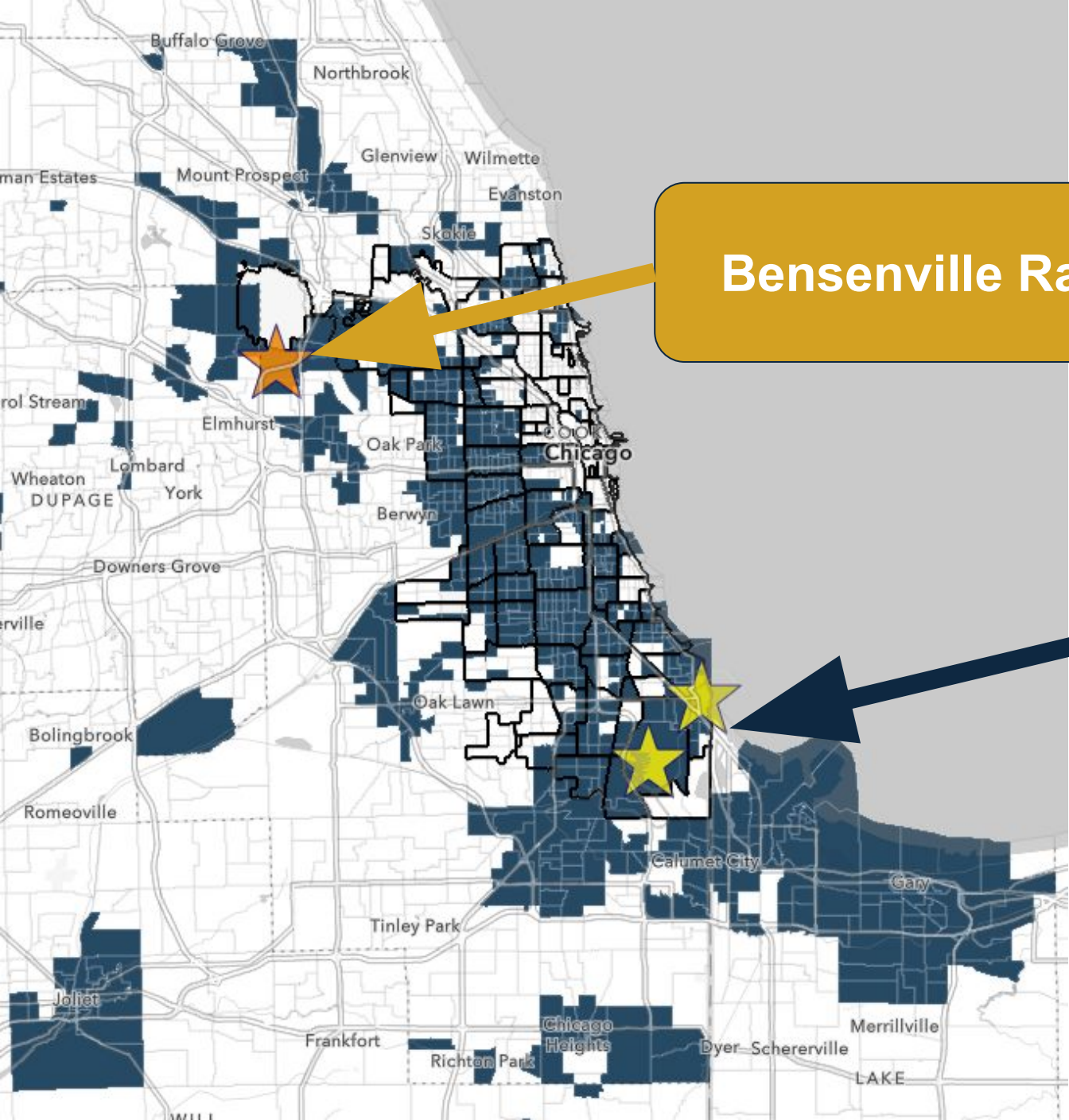
For additional details on eligibility, applicants should refer to the [ZE Technology Deployment Competition NOFO](#) (Sections I.B. and III.D)



See: ZE NOFO section I.B

- Infrastructure must serve eligible port equipment purchases as part of the grant, except for vessel shore power
- Applicants are encouraged to use no more than 50% of funds for infrastructure (not including shore power costs), ZE technology support activities and project administration related expenses

Behind-the-Meter (BTM) - Customer side



Bensenville Railyard

International Illinois Port District (IIPD)



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Overview of Evaluation Criteria



Evaluation Criteria	Points in ZE Technology NOFO	Points in Planning NOFO
Project Summary and Approach	42	29
Environmental Results – Outcomes, Outputs and Performance Measures	25	20
Programmatic Capability and Past Performance	15	8
Environmental Justice and Disadvantaged Communities	23	23
Project Sustainability	10	5
Job Quality and Workforce Development (ZE technology)/Workforce Development (Planning)	10	5
Project Resilience to Climate Impacts	5	N/A
Budget	20	20
Total	150	114



For full details on evaluation criteria, see ZE and CAQP NOFOs section V.A