**Addendum and Clarifications to the Call for Partners (1/3/24)**



**Addendum** (Applicable to the 5 CFPs listed above and found on PortHouston.com under ‘Notices’)

***Each of the 5 Call for Partners solicitations dated December 11, 2023, is hereby extended from a response date of 1/10/24 5PM CST to a response date of 1/24/24 5PM CST. Responses are to be sent to*** ***environmental@porthouston.com******. Responses must have the word ‘Response’ in the subject line of the email along with the name of the Call for Partners document the response is referencing. Questions may be addressed to environmental@porthouston.com until January 17, 5PM CST with the word ‘Question’ in the subject line.***

**Important General Clarifications**

1. Please read and follow the details in the Call for Partners and Eligibility Criteria sections of the individual document/project you are replying to. There are 5 individual documents posted for this opportunity. You can respond to more than one.
2. Proposers are applying for this opportunity as a subrecipient with Port Houston as the prime. Proposers will provide leveraged funding (local match).
3. To adequately prepare during the EPA Clean Ports Grant Notice of Funding Period from February – May 2024, it is imperative that the projects you submit are well defined. A funding commitment and project team for execution of the recommended project(s) are required in your response.
4. If you have a project not specifically mentioned as sample projects in the Call for Partners, but which you feel meets the EPA criteria, we invite you to include a response document for that project also.

**Additional Background On the EPA CPP and Specific Clarifications**

**Call For Partners Purpose**

On December 11th, Port Houston publicly indicated its intent to apply for grant funding through the EPA Clean Ports Program (CPP) and issued a “Call for Partners” to solicit interest from parties for participating in the Houston based application and related emissions reduction program.

The intent of this call for partners is to

1. (a) conduct a transparent process consistent with federal grant related regulations;
2. (b) understand the range and magnitude of possible CPP activities and potential sub-recipients for funding equipment, technologies and related systems;
3. (c) inform potential sub-recipients of the need to define project components and commit to local funding shares needed for application competitiveness, and
4. (d) collect interest for other possible future grants, in such cases where suggested activities may not align with EPA CPP NOFO criteria.

*The following clarifies the scope of activities envisioned.*

**EPA Clean Ports Program** is described in more detail in the following links – all proposers should review this and other available information.

* [Ports Initiative | US EPA](https://www.epa.gov/ports-initiative)
* [EPA CPP: Webinar Slides (October 31, 2023)](https://www.epa.gov/system/files/documents/2023-11/clean-ports-prog-update-webinar-2023-10-31.pdf) and [EPA’s CPP – Webinar 10-31-23 Recording](https://www.youtube.com/watch?v=NELPSafSw-s)

**Applicable to Greater Port of Houston**

* Eligible applicants include public port authorities, and private entities in partnership with the same.
* Houston is the largest port in the nation with 275 million total tons and nearly 10,000 deepwater vessels per year, economic impact of nearly $1 trillion and 3.4 million related jobs.
* Port Houston is already leading with a Sustainability Action Plan and Net Zero by 2050 Roadmap, both of which require support to accelerate progress, plus Community and Industry partnership.
* The nexus of Houston’s Communities, Maritime Port, and Industry comprise the ideal CPP candidate; all these stakeholders are being engaged in collaboration by Port Houston to prepare the application.

**Delivering a Truly Clean Port** Requires the Broadest and Most Inclusive CPP Grant Program

* Every port is unique – Houston’s profile includes hundreds of facilities, thousands of ships, barges and trucks, dozens of stevedores and facility operators and myriad pieces of equipment.
* Communities are inextricably tied to Port activity, with residents living and working in proximity and bearing both economic benefits and environmental impacts.
* Synergies across CPP and other energy transition and international trade programs such as Hydrogen Hubs and Green Shipping Corridors, can multiply the impacts of IRA/EPA’s national investments.

**Eligible Activities** – Per EPA webinar, the following are Eligible Activities in the overall Clean Ports Program. There are two components: Planning and Implementation. This Call for Partners addresses Implementation:

Planning (Developing community engagement and climate action)

* Emission Inventory and Accounting Practices
* Stakeholder Collaboration and Communication with Focus on Near-Port Communities
* Resiliency Measure Identification
* Strategy Analysis and Goal Setting
* Summarized Results Publication
* Cost Share (None required, but priority given to prime applicants with leveraged funds)

Implementation (the subject of this Call for Partners)

* ZE Port Equipment: Trucks, Cargo Handling Equipment, Vessels, Rail, Shore Power
* Battery Energy Storage Systems Serving Port Equipment
* Electricity Charging Infrastructure Units, Electric panels, Meters
* Small Scale Wind and Solar On-Site (Under Consideration)
* Hydrogen Production, Storage, and Re-fueling Systems On-Site (Under Consideration)
* Potentially other carbon and GHG reducing activities and technologies applicable to ports
* Cost Share: 10-20%

**Partnerships** will be Essential for Success

* Community organizations involvement is critical in planning and steering clean ports activities.
* Implementing ZE technologies requires industry partnerships for deployment, and cost share.
* Port Houston is actively leading a transparent engagement process to build such coalition / partnerships, including this Call for Partners.

**Approach Clarifications**: Port Houston’s anticipated application will follow these guidelines:

* Scope includes all eligible and under-consideration activities for planning and implementation.
* Port of Houston: Inclusive of public Port Houston and private Houston Ship Channel facilities.
* Community engagement and partnership before, during and after application.
* Planning activities will be managed programmatically, in cooperation with stakeholders and supported by awarded consulting contracts (not sub-recipients).
* Implementation partners that will be sub-recipients of this EPA CPP Federal grant will be required to provide their own cost shares for any equipment and infrastructure they will acquire and/or provide. Port Houston is recommending local shares be at least 20% to maximize competitiveness. Prior to application submission, financial commitment letters will be required.
* Partner proposals should specify their teams, project structure (with lead sub-applicant if multiple parties involved), equipment and infrastructure specifics, estimated costs and local contribution, and emissions reduction/avoidance and community benefits anticipated. Where a proposal has synergies with other agency supported programs from DOE, DOT, FHWA, and others, these connections should be explained, and benefits highlighted in proposal narratives.
* Implementation sub-recipient proposers will be strongly encouraged to participate as stakeholders in planning activities with in-kind resources (SME’s, company representatives, etc.) and financial support (leverage) as appropriate is encouraged (proposers can suggest contributions in their submissions).
* Port Houston will collate appropriate prioritized and selected proposals into the application but will not assign or manage proposal partners, shape proposals before selection, or “match-make”.
* Level of detail in proposals shall be as specific as possible with regard to the above contents to support partner selection decisions; however, when and if new information becomes available between submission, selection and application time frames, proposals may be updated to formulate the most competitive and accurate application possible.
* With community engagement and partner selections, a collaborative effort for application preparation will ensue. Community representatives and proposing partners should anticipate this involvement with an appropriate level of effort during the NOFO Feb-May 2024 timeframe.
* Anticipated overall application program for planning and implementation is estimated to be in the range of $300-450MM with $100-150MM in local share (amounts to be revised based on Call-for-Partner inputs). Approximately $3-5MM of this total will be for planning grants (subject to EPA NOFO limits). Grant funding for implementation would be balanced across CHE, Trucks, Shore Power, Supporting energy and fuel infrastructure, community program implementation, and other areas.
* Administrative support is allowed for in grant funding and will be acquired competitively as needed for the ultimate application portfolio.
* While focus is on current EPA guidance, all proposed ideas are welcome – if they do not ultimately fit the EPA CPP application, they may fit another complementary program.
* Detailed applications, partner roles and official commitments will be signed, targeting a deadline within 30 days of the NOFO issuance to ensure inclusion in the application.

**Time Extension**

* This clarification, and addition of new contacts to the email list used to disseminate these announcements, merit this extension, to January 24, 2024, at 5pm CST.
* Any questions can be addressed to environmental@porthouston.com with the word ‘question’ in the subject line prior to January 17, 2024, at 5pm CST.

**Illustrative Application Scope**is outlined in the **appendix** on the following page.

**Appendix - Detailed Scope Illustration** We Envision a 7-Part Program for Achieving Goals Shared by EPA, Port of Houston, and its Communities. For illustrative purposes, such activities could include the following as a reference list for proposals. This list is not exhaustive and other concepts that suit the EPA CPP guidance are welcome. This program should significantly reduce GHG’s, NOx and other pollutants while contributing to Port Communities Environmental Justice benefits.

Planning: Climate Action, Community Engagement & Environmental Justice

1. Climate Action Plan with port-wide goals, strategies, and industry/community coordination
* Expanded Goods Movement Emissions Inventory (GMEI)
* Climate Action Plan engagement, definition, documentation
* Establish Industry/ Community Coordination Council
* Alignment to Port Houston 2050 Net-Zero Roadmap goals
* Electricity and H2 Source Master Plan for Regional Freight Transportation
* Green Shipping Corridor Modeling and Simulation – USGC, International US-EU Routes (planning)
1. Healthy Port Communities Engagement, Clean Jobs, Workforce and Economic Development
* Community Engagement Council Formation and Governance
* Stakeholder Forums and Community Resiliency Needs Assessments
* Workforce Development Jobs Needs Analysis and Strategy
* Health Equity Assessment

Implementation: Accelerate and De-Risk Emissions Reduction Programs

1. Zero Emission (ZE) Cargo Handling Equipment
* ZE Yard mules, Cargo loaders, container handlers, top-picks, and related equipment
* For Port Houston and other port facility operators (eg logistics providers, stevedores)
* Sourced from BABA suppliers (expected)
1. Vessel Emissions Reduction through Shore Power and Green Shipping Optimization
* Shore Power enablement for container ships at Bayport
* Zero Emissions Port Tour Vessel replacing (scrapping) current 65-year-old Sam Houston, and shore power charging unit for same
* Zero-emissions harbor craft
1. Truck Emissions Reduction from Clean ZE Class-8 Fleets and Support Programs
* Zero-emissions trucks for public and private facilities on the Houston Ship Channel
* Fleet led for scalability with Owner Operators included in proposals as apropos
* Container Drayage ZE Truck Purchases Program
* HSC Facilities Class-8 Fleet ZE Truck Purchase Program
* Diesel Class-8 APU Conversions
* 75-90% annual hours servicing port facilities and cargo
1. Clean Energy Sourcing– Clean Electricity Production and Storage, and Clean Fuels (H2) Supply
* Fueling stations – public access and/or specific fleet locations (trucks, vessels or CHE)
* Electric charging stations – public access and/or specific fleet locations (trucks, vessels or CHE)
* Battery electricity storage facilities
* Wind and Solar on-site / near port, supporting equipment usage and electricity storage
* All as suitable to EPA guidelines
1. Execution elements of Planning above: e.g., Community engagement teams, Workforce Development (WFD) Programs and Infrastructure, and Related Resiliency Improvements
* Community Training Center for WFD
* Local Collegiate Facilities for WFD
* Curriculum Development
* WFD Program Delivery
* Clean Energy Jobs Clearing House
* HSC Communities Health Equity Program Delivery
* Trucker Education Program
* Green Shipping Corridor Modeling and Simulation (implementation used in training and WFD)