

BOARD MEETING DATE: December 5, 2025

AGENDA NO. 5

PROPOSAL: Recognize Revenue, Execute Contracts and Reimburse General Fund to Deploy Marine Shore-Side Charging Infrastructure

SYNOPSIS: South Coast AQMD has been allocated \$500,000 through the DOE FY 24 Congressional Direct Spending Request to deploy a high-power shore-side charging infrastructure for plug-in hybrid passenger tour boats. These actions are to: 1) recognize, upon receipt, revenue up to \$500,000 from DOE into the Clean Shipping Technology Demonstration Special Revenue Fund (83); 2) execute a contract with Harbor Breeze Cruises for up to \$481,282 from Fund (83); and 3) reimburse the general fund up to \$18,718 from Fund 83 for administrative costs necessary to implement the project.

COMMITTEE: Technology, November 21, 2025; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize, upon receipt, revenue up to \$500,000 from DOE into Clean Shipping Technology Demonstration Special Revenue Fund (83);
2. Authorize the Executive Officer to execute a contract with Harbor Breeze Cruises for up to \$481,282 from Fund (83) for the installation of a high-power shore-side charging infrastructure at the Port of Los Angeles' West Harbor site; and
3. Reimburse the General Fund up to \$18,718 from Fund 83 for administrative costs necessary to implement the project.

Wayne Natri
Executive Officer

AK:MW:VP:SC

Background

The 2022 AQMP showed the need to rapidly transition to zero emission technologies, including upgrading the commercial harbor craft, to reduce NOx and PM2.5 emissions to help achieve federal ozone and particulate standards and reduce nitrogen oxides

(NOx). In 2008, CARB adopted the Commercial Harbor Craft regulations, requiring Commercial Harbor Craft vessel owners to replace older engines with newer and cleaner technologies. The MATES V study showed that the highest cancer risk exists in communities near the San Pedro Bay Ports from diesel particulate emissions.

In January 2025, CARB awarded \$14,919,128 to the Port of Los Angeles (POLA) in partnership with Harbor Breeze Cruises to design, construct, and deploy two zero-emission capable plug-in hybrid excursion boats. A charging infrastructure is needed to support these new vessels. The South Coast AQMD was allocated a FY24 Congressional Directed Spending of \$500,000 through the DOE to cost-share the installation of this supporting charging infrastructure for Harbor Breeze Cruises at the POLA West Harbor development.

Proposal

Harbor Breeze Cruises proposes to design, install, and operate a charging system that allows for shoreside charging of one or more vessels at the POLA West Harbor development at the Port of LA. The charging infrastructure funded by DOE will be mounted to newly constructed docks with two charging dispensers and one power cabinet providing up to 500 kW of charging power. The charging infrastructure will be publicly available and scalable, for electrified vessels owned by Harbor Breeze Cruises and other commercial harbor craft operators.

Sole Source Justification

Section VIII.B.3 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for federally funded procurement. This request for a sole source award to Harbor Breeze Cruises is made under provision B.3.c.: which states the awarding federal agency or pass-through entity expressly authorizes non-competitive proposals in response to a written request from the non-federal entity.

Benefits to SCAQMD

The South Coast Air Basin is classified as an “extreme” nonattainment area for ozone and particulate matter under the federal Clean Air Act. Projects to support the development and demonstration of zero emission technologies such as this plug-in hybrid excursion boat and the development of innovative supporting charging infrastructure are needed to meet federal air quality standards and are included in Technology Advancement Office Clean Fuel Program 2024 Plan Update under the Category “Zero-Emission Infrastructure.”

Resource Impacts

The total funding of \$500,000 for the charger from DOE consists of \$18,718 for administrative costs, which is sufficient to implement the project and the Harbor Breeze Cruises contract will not exceed \$481,282 from the Clean Shipping Technology

Demonstration Special Revenue Fund (83). POLA fully funded the vessels through a separate CARB grant. Sufficient funds are available in Fund 83 for the charging infrastructure. The total project cost is \$625,000, with funding sources as shown below:

Funding Source	Funding Amount	Percent
DOE	\$500,000	80
Harbor Breeze Cruises (cost-share)	\$125,000	20
Total	\$625,000	100