



August 20, 2025

Mario Cordero
Chief Executive Officer
Port of Long Beach

Wayne Nastri
Executive Officer
South Coast Air Quality Management District

Gene Seroka
Executive Director
Port of Los Angeles

Dear Messrs. Cordero, Nastri, and Seroka:

I write regarding the negotiations between the Port of Long Beach, the Port of Los Angeles, and the South Coast Air Quality Management District on a cooperative agreement for continued clean port leadership. The two San Pedro Bay ports and the South Coast AQMD have been leaders in environmental stewardship for decades, and I am pleased but not at all surprised to see that your commitment to environmental leadership continues.

As you pursue a discussion about a Clean Air Action Plan Plus (CAAP Plus) cooperative agreement, let me suggest the benefit from third-party convening, evaluation, and monitoring. As you know, the METRANS Transportation Consortium conducted some of the earliest academic studies of the first Clean Air Action Plan (CAAP).¹ Looking forward to a CAAP Plus, the region would benefit from a third-party research program that includes the following:

- Structured stakeholder engagement to identify how to best track progress toward goals: What do the different stakeholders desire from a CAAP Plus, and how can progress toward those goals be measured?
- Rigorous cost-effectiveness analyses of different pathways: As one example, there are many combustion technologies (e.g., low-emission liquid fuels, battery electric, hydrogen fuel cell.) This research would include careful cost-effectiveness analyses of these different technologies, identifying which approaches will give the largest benefit for expenditure, identifying infrastructure needs, and modeling the uncertainties inherent in both the technology and policy environment. This cannot be a one-dimensional analysis, because there are multiple pollutants and impacts. Hence a step like this would follow a careful canvassing of stakeholder goals.

¹ See, e.g., Giuliano, G. and A. Linder (2014) Impacts of the Clean Air Action Plan on the port trade industry. *International Journal of Shipping and Transport Logistics*, 6(2), 172 – 188; Genevieve Giuliano and Alison Linder (2013), Motivations for self-regulation: The clean air action plan. *Energy Policy*, 59, 513-522.



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- Evaluation and monitoring toward progress: This could include developing and updating dashboard tools that provide transparency. Such a dashboard or similar tools would communicate key performance indicators, metrics, and results in ways that allow stakeholders to track progress and clarify tradeoffs.

I know that your discussions are still in early stages, and questions of monitoring, evaluation, and policy analysis may not yet be the top priority. As your discussions continue, please reach out if METRANS or our university teams can be helpful.

Sincerely,

Marlon G. Boarnet

Professor and Director, METRANS Transportation Consortium
Sol Price School of Public Policy, University of Southern California



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