

Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles



Public Meeting

June 16, 2026 6:00 PM (PDT)



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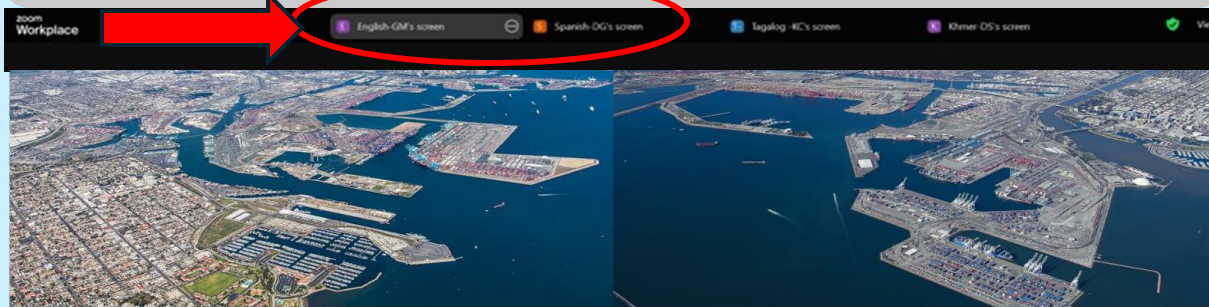
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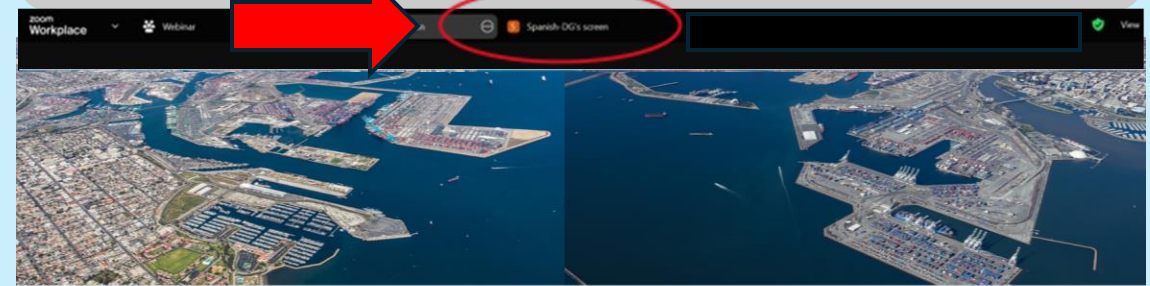


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Acuerdo de cooperación entre South Coast AQMD y los Puertos de Long Beach y Los Ángeles

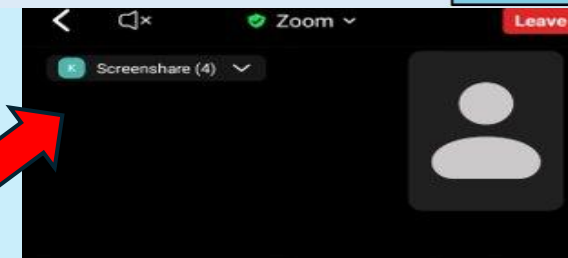


Reunión pública
16 de junio del 2026 6:00 p.m., (PDT)

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Agenda

Recent Updates

- Summary of May 14 Public Meeting
 - Overview of Draft Proposed Addendum to Cooperative Agreement
 - Key Comments Received at the Meeting
- Recent Activities

Addressing Recent Comments

- Revisions to the Draft Proposed Addendum
- Initial Responses to Recently Received Written Comments

Next Steps

Summary of May 14 Public Meeting



Virtual public meeting hosted by South Coast AQMD and the Ports of Long Beach and Los Angeles



Presented Draft Addendum to the Cooperative Agreement*



Solicited stakeholder input on Draft Addendum

Overview of Draft Proposed Addendum

Preamble

Continuing Collaboration Outside of Agreement

Additional CAAP Plus Measures

2 Port Emission
Reduction Programs



1 Infrastructure
Measure for Off-
Port ZE Trucks



*Complement ZE infrastructure planning and implementation
within the 5-year term of the agreement*

Ports' Ongoing Commitments Outside of Cooperative Agreement

Clean Marine Fuels
Assessment



Clean Marine Fuels
Pilot Project



Study of Vessel Emissions
at Low Speeds



Clean Truck Fund Rate
Spending Plan



ZE CHE Deployment
Projection



- *South Coast AQMD and the Ports will continue to work together on various air quality programs and activities*
- *Updates will be provided through regular CAAP Meetings and other public processes conducted by the Ports*

Draft Additional CAAP Plus Measures



Enhanced Clean Ship Incentive Program

Develop and implement enhancements to existing clean ship incentives to increase program participation



Zero Emission Truck Utilization Incentive

Develop and implement a new incentive program to encourage the use of ZE drayage trucks serving ports



Regional Off-Port Truck Charging and Fueling Infrastructure Measure

Allocate \$40 million to South Coast AQMD to manage and fund charging and fueling infrastructure projects outside of the ports that will support ZE drayage truck operations across the Air Basin

Comments Received at the May 14 Meeting



Key Public Comments Received

(similar themes as in prior and recently received written comments)

- Extend public review period for proposed measures
- Provide more incentives for clean technologies, e.g., low NOx vehicles, cleaner CHE, and on-port infrastructure
- Add measures for locomotives and harbor craft
- Include commitments by electrical utilities
- Clarify Tidelands Trust compliance
- Reconsider provisions for South Coast AQMD cost recovery
- Consider energy cost, availability, and reliability in implementing all measures

Recent Activities



Focused on Public Comments Received on Draft Addendum

- Released revised draft language June 12, 2026*
- Focus of today's meeting:
 - Revisions to the Draft Addendum
 - Initial responses to recently received written comments



Recent Activities Since May 14 Public Meeting

- South Coast AQMD office hours (May 19)
- Ports' respective environmental & community monthly meetings (May 21 & June 11)
- Port of Long Beach announced Clean Fuel Bunkering Challenge (May 26) and ZE Truck Early Leaders Award (June 8)
 - \$1 million award for the first OGV to bunker methanol at POLB
 - Up to \$4.8 million incentive to the first adopters of ZE trucks serving POLB

* Available at: www.aqmd.gov/portsagreement

OGV = ocean-going vessel

Revisions to Draft Addendum

*Proposed Addendum to South Coast AQMD-POLB-POLA Cooperative Agreement
(Version 06.12.2026)*

**ADDENDUM TO
COOPERATIVE AGREEMENT AMONG
THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
THE CITY OF LONG BEACH HARBOR DEPARTMENT AND
THE CITY OF LOS ANGELES HARBOR DEPARTMENT**

This Addendum is dated for reference purposes as of [Date], between and among all Parties to the December 17, 2025 Cooperative Agreement Among the South Coast Air Quality Management District, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (the "Original Agreement").

WHEREAS, the Original Agreement sets forth terms and conditions for the Parties to implement CAAP Plus Measures as specified in Section II.D. and Attachment A, to directly reduce emissions and/or facilitate future quantifiable emission reductions from port-related operations; and

WHEREAS, the Parties have concluded negotiation of additional CAAP Plus Measures pursuant to Section II.D.2. of the Original Agreement, to complement the CAAP Plus Measure – Port Zero-Emission Infrastructure Plans – as included in the Original Agreement; and

WHEREAS, the Parties jointly determined that: 1) Any additional CAAP Plus Measure must include enforceable commitments for the applicable Party(ies) to take specific action(s) that will result in and/or facilitate port emission reductions; 2) The applicable Party(ies) must have a clear role in controlling completion of the specified action(s); 3) Other Party(ies) must have a clear role for monitoring implementation of specific action(s) by the applicable Party(ies); 4) The specified action(s) must be able to be implemented within the term of the Original Agreement; and 5) Public engagement opportunities must be provided during measure implementation; and

WHEREAS, each City implements a variety of activities in the interest of facilitating future emission reductions from port-related operations. Assessments and technical studies are conducted to increase knowledge and understanding of emission reduction opportunities, demonstration and pilot projects are implemented to evaluate the application and performance of technologies within particular port-related operations, plans are prepared to guide future activities, and forecasts and projections are developed to evaluate potential future conditions. Concurrent with activities conducted through the term of the Original Agreement, each City will, through a public process, continue to develop and implement activities that support emission reductions including development of a Clean Marine Fuel Assessment, releasing a solicitation for a Clean Marine Fuel Pilot Project,

ADDENDUM-1

Based on stakeholder feedback, the following revisions have been made:



30-day public review period extended to 45 days



Clarify Tidelands Trust compliance language



Additional minor clarifications

Initial Responses to Recent Comments

Enhanced Clean Ship Incentive Program



Key Comment:

Provide sufficient incentives to address high costs of alternative fuels and add operational incentives

Response:

- To be considered by the Ports during measure implementation through a public process

Key Comment:

Leverage Ports' existing Green Shipping Corridor (GSC) partnerships

Response:

- Ports' ongoing efforts (e.g., alternative fuels assessment, clean fuel bunkering) support GSC and complement the Cooperative Agreement

Key Comment:

Coordinate with CARB on low load ship emissions research to inform program design

Response:

- Ongoing inter-agency coordination since ~2019; included in Preamble as part of ongoing efforts

Initial Responses to Written Comments

Zero Emission Truck Utilization Incentive



Key Comment:

Implement the utilization incentive as soon as possible and do not delay program adoption by extending the public process

Response:

- Extension of public review period to 45 days will not affect Board approval deadline

Initial Responses to Written Comments

Off-Port Truck Charging and Fueling Infrastructure



Key Comment:

Determination of compliance with Tideland Trust doctrine must remain with Ports

Response:

- Ports will ensure legal obligations with tidelands trust are met; revised for further clarity

Key Comment:

South Coast AQMD administration fee is more than what's needed to recover staff costs

Response:

- Exact level of administration fee will be determined during subsequent billing
- Not-to-exceed ceiling of 10% project cost is lower than other South Coast AQMD-administered incentive programs (e.g., Carl Moyer)

Key Comment:

Prioritize charging infrastructure for battery electric trucks

Response:

- Technology neutral; project evaluation criteria to be determined in subsequent MOU

Initial Responses to Recent Comments

Port Zero-Emission Infrastructure Plans



Key Comment:

Provide funding for on-port infrastructure

Response:

- Funding for on-port infrastructure to be identified in Port ZE Infrastructure Plans
- Ports have already invested and secured significant funding (>\$440 million)

Key Comment:

Set targets for utilities to take actions that will ensure implementation of infrastructure plans

Response:

- Ports will work closely with utilities to identify necessary actions by utilities and the associated schedules and milestones in the Port ZE Infrastructure Plans, and report out annually

Key Comment:

Collaborate with CEC on infrastructure planning for alternative marine fuels

Response:

- Phase 3 of the Port ZE Infrastructure Plan will be developed in coordination with all relevant stakeholders

Initial Responses to Written Comments

Public Outreach and Transparency



Key Comment:

Program success should be based on measurable public health and emissions outcomes

Response:

- Proposed additional measures include tracking, reporting, and evaluation of program performance metrics, which can be used to assess the associated clean air benefits

Key Comment:

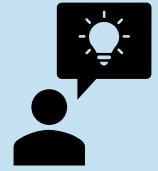
Prioritize community engagement through a thorough public process and expanding outreach strategies to provide greater transparency and accountability

Response:

- Public process is required and enforceable for all 'CAAP Plus' measures
- Ports have begun planning of stakeholder engagement for Ports ZE Infrastructure Plan implementation (details to be announced by each Port)

Initial Responses to Written Comments

Others



Key Comment:

Ensure all measures consider costs, jobs, and affordability impacts, workforce and infrastructure readiness, market demand, reliability, and safety

Response:

- Will be considered during measure implementation, including when setting the planning targets and developing Port ZE Infrastructure Plans

Key Comment:

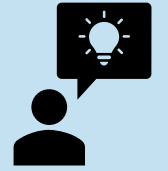
Consider additional measures for harbor craft, locomotives, cargo handling equipment, and cleaner non-ZE interim solutions (e.g., marine fuel additives)

Response:

- Multiple demonstrations and deployments already under way for these source categories
- Welcome further discussion as part of ongoing collaborative and individual activities outside Cooperative Agreement

Initial Responses to Written Comments

Others (cont.)



Key Comment:

Support regional rail electrification infrastructure

Response:

- The Ports will be addressing rail infrastructure, including compatibility with the regional network, as a part of the Phase 2 infrastructure plan

Next Steps

June

South Coast AQMD

- Office Hours – June 17, 2026
- AB 617 Wilmington / Carson / West Long Beach Community Steering Committee – June 18, 2026
- Mobile Source Committee – June 26, 2026

Port of Long Beach

- Update on Phase 1 infrastructure planning related to the Cooperative Agreement – June 25, 2026

July

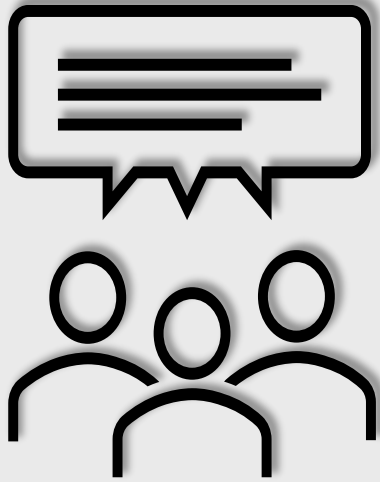
South Coast AQMD

- Release Public Hearing Package

Ongoing negotiations & stakeholder engagement on new measures

Board Consideration
August 2026

Additional Questions or Comments?



South Coast AQMD and the Ports welcome comments on the Proposed Addendum to the Cooperative Agreement

Submit comments to: ports_comments@aqmd.gov

For more information, visit:

<https://www.aqmd.gov/portsagreement>

