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Docket Number:	24-EVI-01
Project Title:	U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program
TN #:	263234
Document Title:	San Pedro Bay Ports Clean Air Action Plan
Description:	N/A
Filer:	Spencer Kelley
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	5/21/2025 11:47:52 AM
Docketed Date:	5/21/2025

SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN

SAN PEDRO BAY PORTS REQUIREMENTS FOR RECIPIENT AGREEMENTS

1. The project must provide public charging/refueling to zero-emission drayage trucks signed up in the Ports' Drayage Truck Registry that service the San Pedro Bay Ports (Ports).
 - a. Requires submission of analysis behind reasonable expectation of use by drayage trucks.
2. Minimum of 20% cost share of the total project cost from project applicant
3. The following are examples of eligible costs for port funding:
 - a) Design & engineering
 - b) Materials and equipment
 - c) Construction
 - d) Fueling infrastructure
 - e) Project management not to exceed 10% of total project cost
 - f) Equipment delivery fees
 - g) Applicable equipment sales taxes
4. The following are examples of those that are NOT eligible costs for port funding:
 - a) Permitting fees
 - b) Environmental review
 - c) Fuel and other consumables
 - d) Labor to operate the equipment or vehicle during normal business operations
 - e) Administrative overhead, including office spaces, utilities, insurance, personnel not directly related to project implementation
 - f) Travel
 - g) Marketing or promotional costs
 - h) Property taxes
 - i) Legal or financial consulting costs
5. Recipient EV infrastructure work shall be performed by:
 - a. An Electric Vehicle Infrastructure Training Program (EVITP) Approved



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The San Pedro Bay Ports Clean Air Action Plan was developed with the participation and cooperation of the staff of the US Environmental Protection Agency, California Air Resources Board and the South Coast Air Quality Management District.

Contractor with the appropriate license classification for the EV infrastructure work, as determined by the Contractors State License Board, and,

- b. At least one electrician on each crew, at any given time, who is EVITP Certified.
 - c. An attestation of compliance with these EVITP requirements shall be submitted to the Ports prior to construction start, or within 30 days of award execution, whichever is later.
- 6. Recipients must agree to full responsibility for project management, installation, construction, operation, and maintenance of charging infrastructure. Recipients are responsible for the total duration of the agreement.
 - 7. First funding disbursement conditioned on the provider obtaining CEQA clearance and necessary permits
 - 8. Recipient must agree to indemnify, protect, and hold harmless the Port, the Board of Harbor Commissioners, and their employees and agents, from and against any and all liability, claims, costs, damages, and causes of action, including attorneys' fees and other costs and fees of litigation arising from, or in connection with, the recipient's construction or operation of the project.