



HARBOR COMMUNITY BENEFIT FOUNDATION
EPA CLEAN PORTS
COMMUNITY MEETING/JANUARY 26, 2026
(at Los Angeles Harbor College)
NOTES



Residents in attendance represented the communities of Wilmington, San Pedro, Long Beach, and Carson.

Q & A:

- 1) Attendee-Wanted to know how the program will help youth, expressed need for Teen Center and concerns about gangs.
Ed Avol (HCBF Chair) responded that possibly workforce dollars could address some of the concerns by offering job training programs to keep youth engaged in activities to improve their circumstance.
- 2) Attendee-Requested more information regarding funding for equipment. Requested clarification if funds are only for large-scale operators or local businesses and is it only for providing service to the Ports?
Ed responded that this is where Community Advisory Board will be involved to provide guidance, they can further determine various aspects of the funding distribution in conformance with EPA guidelines.
- 3) Attendee-Asked for clarification regarding Youth Advisory Board. She wanted to confirm that youth recruitment included all neighboring areas and contact was being made with both public and other schools such as Catholic schools, charter schools etc.
Ed responded that yes indeed, all youth would be invited through word-of-mouth and advertising.
- 4) Attendee-Is encouraging that dollars be kept local only and that hiring occur through Unions.
- 5) Attendee-Encouraged that job training occurs through unions and non-profits.

- 6) Attendee-Asked if RFP will include upgrade of old equipment or only for purchase of new equipment? Who is purchasing the equipment, does it depend on who applies for the grant? Can it be private businesses and/or educational institutions and not terminals? How will the container ships be clean?

Ed responded that there are 5 different categories of Port emissions (ocean-going vessels, harbor craft (tugboats, etc), trucks, trains, and off-road yard equipment (hostlers, forklifts, cranes...). The goal is to convert current operations (mostly fueled by diesel or gas) to ZE (battery-electric). Amber added that the Port is currently working on a clean fuels study to see impact on containers as it relates to clean air. All Equipment purchased under this program needs to be assembled and operated in U.S.

- 7) Attendee-Requested a glossary to explain types of equipment allowed. Also asked if there was a baseline for pollution created by container ships to ensure positive outcomes. Alex Spataru from ADEPT responded, don't expect HCBF to clean up the entire Port with this \$50 Million award as that is an impossible task. Ed Avol added that beginning in 2005, the Ports (LA and LB) had completed and posted annual emissions inventories to document the emission for each respective year, so those inventories could be used to review trends. Additionally, several real-time monitoring networks (operated by the regional air monitoring agency – South Coast Air Quality [scaqmd.gov], the respective Ports, and some independently operated samplers (mostly for Particle Matter [PM], such as purpleair.com, or IQAIR).

- 8) Attendee-Asked how much funding is available for distribution, is there a specific breakdown of how many grants etc. (I believe she meant can one group apply for all funding i.e., workforce, ZE Program, Public Engagement?

Ed responded, Community Advisory Board to help to make these decisions, but in general, roughly \$20 million was set aside for the zero emissions community-directed grants program, another \$25 million for the workforce development effort, and the remainder divided among community engagement/informational responsibilities and administrative costs to oversee the respective programs.