



**South Coast**  
**Air Quality Management District**  
 21865 Copley Drive, Diamond Bar, CA 91765-4182  
 (909) 396-2000 • <http://www.aqmd.gov>

**SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**PROJECT TITLE: CALIFORNIA COLLABORATIVE ADVANCED TECHNOLOGY DRAYAGE TRUCK DEMONSTRATION**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and will prepare a Notice of Exemption for the project identified above. The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1), the first step of a three-step process for deciding which document to prepare for a project subject to CEQA.

In order to rapidly commercialize zero and near-zero emission technologies, the SCAQMD has engaged three major U. S. Original Equipment Manufacturers (OEMs), an international OEM, and two zero emission technology integrators in a portfolio of zero emission and near-zero emission technologies and efficiency solutions. The proposed project will provide technology development and commercialization progress to support the California Air Resources Board’s (CARB) long-term air quality and greenhouse gas reduction goals. The proposed project will specifically: (1) build 43 Class 8 heavy duty vehicles based on existing battery-electric, plug-in hybrid, and range-extender truck technologies (at already existing vehicle manufacturing locations); (2) work with experienced, early adopter fleets throughout the state to demonstrate and optimize product offerings; and (3) facilitate large-scale knowledge and technology transfer via new and expanded partnerships with the nation’s foremost heavy-duty OEMs and zero emission technology developers. In addition, the SCAQMD has partnered with the Bay Area AQMD, San Diego Air Pollution Control District (APCD), San Joaquin Valley APCD, and Sacramento Metropolitan AQMD to develop a strategy for the demonstration of zero- and near-zero emission drayage truck technologies. The technology partnerships build upon recent zero- and near-zero truck demonstration success via a practical, two-phase rollout plan that will benefit disadvantaged communities and maximize all-electric range. Currently, 16 fleet sites have been identified at existing facilities in California for tentative participation in this demonstration project. Data collection from these early adopter fleet sites will be required for a minimum period of one year, with a final completion date by April 2019. During this period, heavy duty electric vehicles will be replacing heavy duty diesel vehicles at the early adopter fleet sites.

The currently identified existing early adopter fleet facilities affected by the proposed project that will be installing Electric Vehicle Supply Equipment (EVSE) are all located in primarily industrial and commercial zoned areas. Installation of the EVSE equipment would only require very limited alteration activities such as minor trenching for electrical conduit, delivery and placement of prefabricated EV charging equipment, and minor paving/concrete activities to restore the surface. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15303 (d) – Categorical Exemption – New Construction or Conversion of Small Structures and §15304 (f) – Categorical Exemption – Minor Alterations to Land. These existing affected facilities have already been graded, disturbed, paved, and/or structures have been constructed. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15301 (a) – Categorical Exemption – Existing Facilities. Additionally, data collection (such as various types of performance information, including vehicle miles travelled, hours of operation, battery performance, etc.) via onboard data collectors from these early adopter fleet sites will be required for a minimum period of one year, with a final completion date by April 2019. This research information collected will be used to measure heavy duty electric vehicle performance and provide data to help increase future electric vehicle efficiency. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15306 – Categorical Exemption – Information Collection. Furthermore, during this demonstration period, heavy duty electric vehicles will be replacing existing higher emitting heavy duty diesel vehicles at the early adopter fleet sites. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15061(b)(3) – General Rule Exemption.

Any questions regarding this Notice of Exemption should be sent to Jeff Inabinet (c/o Planning, Rule Development & Area Sources) at the above address. Mr. Inabinet can also be reached at 909.396.2453. Questions regarding the California Collaborative Advanced Technology Drayage Truck Demonstration should be directed to Mr. Brian Choe at 909.396.2617.

**Date:** February 24, 2016

**Signature:** *Jillian Wong*

Jillian Wong, Ph.D.  
 Program Supervisor - CEQA  
 Planning, Rule Development &  
 Area Sources

## NOTICE OF EXEMPTION

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<b>To:</b> Affected County Clerks	<b>From:</b> South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765
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**Project Title:**  
California Collaborative Advanced Technology Drayage Truck Demonstration

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**Project Location:**  
Currently, the following 16 fleet sites have been identified at existing facilities in California for tentative participation in this demonstration project: 1) California Cartage Company, 2401 E. Pacific Coast Hwy., Wilmington, CA; 2) California Cartage Company, 2931 Redondo Ave., Long Beach, CA; 3) California Multimodal, 375 Maritime St., Oakland, CA; 4) Central Valley Agriculture, 1404 Middle Harbor Rd., Oakland, CA; 5) Central Valley Agriculture, 330 Codoni Ave., Modesto, CA; 6) Continental Maritime, 1995 Bay Front St., San Diego, CA; 7) Devine Intermodal, 3870 Channel Dr., Sacramento, CA; 8) GSC Logistics, 555 Maritime St., Oakland, CA; 9) Knight Transportation, 2960 E. Victoria St., Compton, CA; 10) National Retail Transportation, 355 W. Cabob St., Compton, CA; 11) Pasha Stevedoring Terminal, 802 South Fries Ave., Wilmington, CA; 12) SA Recycling, 492 Pier T Ave., Long Beach, CA; 13) Terminalift, 9444 Mission Park Place, Santee, CA; 14) 3 Rivers Trucking, 2300 W. Willow St., Long Beach, CA; 15) TTSI, 18735 S. Ferris Place, Rancho Dominguez, CA; 16) TTSI, 801 Reeves Ave., San Pedro, CA.

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**Description of Nature, Purpose, and Beneficiaries of Project:**  
In order to rapidly commercialize zero and near-zero emission technologies, the SCAQMD has engaged three major U. S. Original Equipment Manufacturers (OEMs), an international OEM, and two zero emission technology integrators in a portfolio of zero emission and near-zero emission technologies and efficiency solutions. The proposed project will provide technology development and commercialization progress to support the California Air Resources Board's (CARB) long-term air quality and greenhouse gas reduction goals. The proposed project will specifically: (1) build 43 Class 8 heavy duty vehicles based on existing battery-electric, plug-in hybrid, and range-extender truck technologies (at already existing vehicle manufacturing locations); (2) work with experienced, early adopter fleets throughout the state to demonstrate and optimize product offerings; and (3) facilitate large-scale knowledge and technology transfer via new and expanded partnerships with the nation's foremost heavy-duty OEMs and zero emission technology developers. In addition, the SCAQMD has partnered with the Bay Area AQMD, San Diego Air Pollution Control District (APCD), San Joaquin Valley APCD, and Sacramento Metropolitan AQMD to develop a strategy for the demonstration of zero- and near-zero emission drayage truck technologies. The technology partnerships build upon recent zero- and near-zero truck demonstration success via a practical, two-phase rollout plan that will benefit disadvantaged communities and maximize all-electric range. Currently, 16 fleet sites have been identified at existing facilities in California for tentative participation in this demonstration project. Data collection from these early adopter fleet sites will be required for a minimum period of one year, with a final completion date by April 2019. During this period, heavy duty electric vehicles will be replacing heavy duty diesel vehicles at the early adopter fleet sites.

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<b>Public Agency Approving Project:</b> South Coast Air Quality Management District	<b>Agency Carrying Out Project:</b> South Coast Air Quality Management District
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**Exempt Status:**  
General Rule Exemption [CEQA Guidelines §15061 (b)(3)]; Categorical Exemption – Existing Facilities [CEQA Guidelines §15301 (a)]; Categorical Exemption – New Construction or Conversion of Small Structures [CEQA Guidelines §15303 (d)]; Categorical Exemption – Minor Alterations to Land [CEQA Guidelines §15304 (f)]; and Categorical Exemption – Information Collection [CEQA Guidelines §15306]

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**Reasons why project is exempt:**  
The currently identified existing early adopter fleet facilities affected by the proposed project that will be installing Electric Vehicle Supply Equipment (EVSE) are all located in primarily industrial and commercial zoned areas. Installation of the EVSE equipment would only require very limited alteration activities such as minor trenching for electrical conduit, delivery and placement of prefabricated EV charging equipment, and minor paving/concrete activities to restore the surface. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15303 (d) – Categorical Exemption – New Construction or Conversion of Small Structures and §15304 (f) – Categorical Exemption – Minor Alterations to Land. These existing affected facilities have already been graded, disturbed, paved, and/or structures have been constructed. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15301 (a) – Categorical Exemption – Existing Facilities. Additionally, data collection (such as various types of performance information, including vehicle miles travelled, hours of operation, battery performance, etc.) via onboard data collectors from these early adopter fleet sites will be required for a minimum period of one year, with a final completion date by April 2019. This research information collected will be used to measure heavy duty electric vehicle performance and provide data to help increase future electric vehicle efficiency. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15306 – Categorical Exemption – Information Collection. Furthermore, during this demonstration period, heavy duty electric vehicles will be replacing existing higher emitting heavy duty diesel vehicles at the early adopter fleet sites. As such, the proposed project is exempt from CEQA pursuant to state CEQA Guidelines §15061(b)(3) – General Rule Exemption.

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**Certification Date:** March 4, 2016, 9:00 a.m.; SCAQMD Headquarters  
**SCAQMD Governing Board Hearing:**

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<b>CEQA Contact Person:</b> Mr. Jeff Inabinet	<b>Phone Number:</b> (909) 396-2453	<b>Fax Number:</b> (909) 396-3324	<b>Email:</b> jinabinet@aqmd.gov
<b>Rule Contact Person:</b> Mr. Brian Choe	<b>Phone Number:</b> (909) 396-2617	<b>Fax Number:</b> (909) 396-3324	<b>Email:</b> bchoe@aqmd.gov

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Date Received for Filing \_\_\_\_\_

Signature \_\_\_\_\_

*Jillian Wong*

Jillian Wong, Ph.D.  
Program Supervisor - CEQA  
Planning, Rule Development and Area Sources